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1837



THE
GRAND JUNCTION,
AND THE
LIVERPOOL AND MANCHESTER
RAILWAY COMPANION,

CONTAINING AN ACCOUNT OF
BIRMINGHAM, LIVERPOOL,
AND
MANCHESTER,

AND ALL THE TOWNS ON OR NEAR THE LINE;
WITH EVERY THING WORTHY OF THE ATTENTION AND
NOTICE OF THE TRAVELLER ON THE LINE;
THE COMPANY'S CHARGES FROM ONE STATION TO
ANOTHER; WITH THEIR REGULATIONS;
TIME OF DEPARTURE & ARRIVAL
OF EACH TRAIN, &c. &c.

WITH AN
PLATE ENGRAVING OF THE LINE OF ROAD,
A SECTION OF THE LINE, &c.

BIRMINGHAM :

PRINTED AND PUBLISHED BY J. CORNISH, 37, NEW-STREET,
AND 16, LORD STREET, LIVERPOOL.

LONDON :

R. CORNISH, 6, NEW TURNSTILE, HOLBORN.

1837.

ONE SHILLING.



Second Class Train



MANCHESTER & LEIGH RAILWAY

MANCHESTER

PL

Chart Moss

Nether Knutsford

BOLTON & LEIGH RAILWAY

LANCASTER COUNTY

COUNTY

WIGAN & NEWTON RAILWAY

WARRINGTON

North

LANCASTER

STHELETON

Huggan

LIVERPOOL

PRESCOTT

BIRMINGHAM

FERRY BAR

NEWTON ROAD

BESCOTT BRIDGE

JANESS BRIDGE

WILLETHALL

2 5/8 Miles

Miles from Birmingham to Newton Junction



THE
GRAND JUNCTION,
AND THE
LIVERPOOL AND MANCHESTER
RAILWAY COMPANION,
CONTAINING AN ACCOUNT OF
BIRMINGHAM, LIVERPOOL,
AND
MANCHESTER,

AND ALL THE TOWNS ON OR NEAR THE LINE;
TOGETHER WITH EVERY THING WORTHY OF THE ATTENTION AND
NOTICE OF THE TRAVELLER ON THE LINE;
THE COMPANY'S CHARGES FROM ONE STATION TO
ANOTHER; WITH THEIR REGULATIONS;
TIME OF DEPARTURE & ARRIVAL
OF EACH TRAIN, &c. &c.

WITH AN
ACCURATE ENGRAVING OF THE LINE OF ROAD,
A SECTION OF THE LINE, &c:

BIRMINGHAM :
PRINTED AND PUBLISHED BY J. CORNISH, 37, NEW-STREET,
AND 16, LORD STREET, LIVERPOOL.

LONDON :
S. CORNISH, 6, NEW TURNSTILE, HOLBORN.

1837.



H. 3639.

ENTERED AT STATIONERS' HALL

INDEX.		PAGE.
Fares and Regulations of the Company	from 6 to 11	

STATIONS.

Vauxhall, (temporary) Birmingham		13
Perry Barr		14
Newton Road		15
Bescott Bridge		15
James's Bridge		18
Willenhall		19
Wolverhampton		21
Four Ashes		26
Spread Eagle		26
Penkridge		26
Stafford		28
Bridgeford		30
Norton Bridge		30
Whitmore		32
Madeley		33
Crewe		39
Coppenhall		42
Minshall Vernon		42
Winsford		43
Hartford		44
Acton		48
Preston Brook		48
Moore		49
Warrington		51
Newton		54
Park Side		56
Wigan Junction		56
Bury Lane		56
Barton Moss		56
Paticroft		57
Eccles		57
Cross Lane Bridge		57
Collin's Green		69
St. Helen's Junction		69
Sutton		69
Kenrick's Cross		69
Wavertree Lane		70
<hr/>		
Altrincham		50
Betley		38
Bilston		19

Dunley	
Frodsham	
Hanley	
Knutsford	
Lane End	
Leek	
Lichfield	
Liverpool	
Longport and Brownhills	
Macclesfield	
Manchester	
Middlewich	
Nantwich	
Newcastle	
Newport	
Northwich	
Olive Mount Excavation	
Over	
Potteries	
Railway Hotel, Manchester	
Rugeley	
Runcorn	
Sandbach	
Sandon	

THE
GRAND JUNCTION,
AND THE
LIVERPOOL AND MANCHESTER
RAILWAY COMPANION.

The importance and advantages of Railway communication, must now, we think, be so evident to all, except those, who having a counter interest or apparently so, may reasonably be supposed to feel some old-fashioned prejudices against them, that the attempt to show either the one or the other, would, by our readers, be probably deemed idle and superfluous. The fact of their existence, and the continual applications to Parliament for other lines in almost every part of the country, shew the estimation in which these hitherto incomparable modes of conveyance are held. We may, however, be permitted to claim for this of which we are now writing, (the Birmingham, Liverpool, and Manchester Grand Junction, connecting as it will, when the London and Birmingham line shall be completed, the Metropolis, the Centre, and the Northern Parts of the Kingdom,) a degree of importance which can scarcely, with propriety, be attached to any other.

It was finally opened to the public for the conveyance of Passengers, Goods, and the Mails, on Tuesday, July the 4th, 1837; which journey the Company engage to perform in four hours and a

half: it has, however, been done, exclusive of stoppages, in the short space of three hours and a half, and wagers are now pending that it will yet be achieved in less than half that time. To some persons, who have never seen a locomotive engine, their present speed will probably appear a little fearful and startling; but those who have once been on the line, find all such apprehensions speedily subside, and, from the extreme easiness of the motion, they will undoubtedly give this mode of travelling the preference to that of any other. There is scarcely any portion of the Road that is not interesting, either from its beauty or from its being the seat of arts and manufacture, or the centre of rich mineral districts; but as the mode of travelling is too rapid to allow the traveller to get more than a momentary glance, we propose to obviate this as far as we can in the present work, by giving a brief history of the country and towns, either on, or in the immediate vicinity of, the line. We cannot, perhaps, do better than conduct the traveller from the commencement of the Company's temporary Station, at Vauxhall, Birmingham, on to the first Station at Perry Bar, and from thence to all the others at which the Trains will arrive in regular succession; first, however, inserting the List of Fares, Hours of Departure and Arrival, together with the Regulations, &c., as published by the Grand Junction Railway Company. The description of BIRMINGHAM, the Mistress of the Arts, and Toy-Shop of Europe, we defer giving till we have conducted the traveller through the whole of the line.

“The GRAND JUNCTION RAILWAY is $82\frac{1}{2}$ miles in length; it commences in Curzon-street, Birmingham, at a Station adjoining that of the London & Birmingham Railway, and passing by or near Wednesbury, Walsall, Dudley, Bilston, Wolverhampton, Penkridge, Stafford, Stone, Eccleshall, Newcastle, the Potteries, Nantwich, Sandbach, Middlewich, Northwich, Preston Brook, Frodsham, Runcorn, and Warrington, terminates at Newton, on the Liverpool and Manchester Railway, by which it communicates with Liverpool and Manchester, the distance from Birmingham to those places respectively being $97\frac{1}{4}$ miles.

The Grand Junction Railway also forms an important link in the great chain of Railway communication from London to Lancaster, a distance of 237 miles; the whole of which, with the exception of 22 miles at the northern extremity, is expected to be completed in the course of next year.

The First Class Trains consist of Coaches carrying six inside, and of Mails carrying four inside, one compartment of which is convertible into a Bed-carriage, if required. The Mixed Trains consist of both First and Second Class Coaches, the latter affording complete protection from the weather, and differing only from the First Class in having no lining, cushions, or divisions of the compartments. Both kinds have seats on the roof, for the accommodation of those who prefer riding outside. All the Trains will stop at the principal stations, which are distinguished in the following table by large ROMAN CAPITALS; but the Mixed Trains only will take up and set down Passengers at the intermediate stations.

Fares, from Birmingham to Liverpool or Manchester.

First Class Coach, Six inside, whether in First Class or in Mixed Trains	£.	s.	d.
Mail Coach, Four inside	1	5	0
Bed Carriage, in Mail Coach	2	0	0
Second Class Coach	0	14	0
Children under Ten Years of Age, Half Price.			
Gentlemen's Carriages, four wheels	3	0	0
Ditto two wheels	2	0	0
Passengers, if belonging to, and riding in Gentlemen's Carriages, each	0	15	0
Servants, ditto ditto each	0	10	0
Grooms, in Charge of Horses, each	0	10	0
One Horse	1	10	0
Two Horses	2	10	0
Three Horses	3	10	0
Dogs	0	3	0

The following, until further notice, will be the hours of departure.

	<i>From</i>		<i>Arrival at</i>	
	<i>Birmingham.</i>		<i>Liverpool and Manchester.</i>	
	H.	M.	H.	M.
1st Class	7	0	11	30
Mixed	8	30	1	45
1st Class	11	30	4	0
1st Class	2	30	7	0
Mixed	4	30	9	45
1st Class	7	0	11	30

	<i>From</i>		<i>Arrival at</i>	
	<i>Liverpool and Manchester.</i>		<i>Birmingham.</i>	
	H.	M.	H.	M.
1st Class	6	30	11	5
Mixed	8	30	2	0
1st Class	11	30	4	5
1st Class	2	30	7	5
Mixed	4	30	10	0
1st Class	6	30	11	5

ON SUNDAYS, the Four First Class Trains only, with the addition of Second Class Coaches, will start at the same hours as on the week days, but will not take up and set down Passengers at any, but at the six principal stopping places.

<i>From Birmingham to Liverpool or Manchester.</i>	FAIR		
	Gentlemen's Carriages,	Mail,	
STATIONS.	£.	s.	d.
BIRMINGHAM.....			
PERRY BARR			
NEWTON ROAD			
BESCOT BRIDGE.....			
JAMES'S BRIDGE			
WILLENHALL			
WOLVERHAMPTON.	0	10	3 6
FOUR ASHES			
SPREAD EAGLE			
PENKRIDGE			
STAFFORD	1	0	6 0
BRIDGEFORD.....			
NORTON BRIDGE			
WHITMORE.....	1	10	11 0
MADELEY			
CREWE	1	15	13 6
COPPENHALL			
MINSHULL VERNON			
WINSFORD			
HARTFORD	2	2	16 6
ACTON			
PRESTON BROOK			
MOORE			
WARRINGTON	2	10	19 6
NEWTON JUNCTION			
MANCHESTER	3	0	24 0
LIVERPOOL.....	3	0	24 0

<i>From Liverpool or Manchester to Birmingham.</i>	FA	
	Gentlemen's Carriages.	Mail.
STATIONS.	£.	s. d.
LIVERPOOL		
MANCHESTER		
NEWTON JUNCTION		
WARRINGTON	0	15
MOORE		
PRESTON BROOK		
ACTON		
HARTFORD	1	5 8
WINSFORD		
MINSHULL VERNON		
COPPENHALL		
CREWE	1	10 11
MADELEY		
WHITMORE	1	15 13
NORTON BRIDGE		
BRIDGEFORD		
STAFFORD	2	2 17
PENKRIDGE		
SPREAD EAGLE		
FOUR ASHES		
WOLVERHAMPTON	2	10 21
WILLENHALL		
JAMES'S BRIDGE		
BESCOT BRIDGE		
NEWTON ROAD		
PERRY BARR		
BIRMINGHAM	3	0 24

The Mixed Trains will also take up and set down Passengers to or from any part of the Grand Junction Railway, at all the usual Stopping Places on the Liverpool and Manchester Railway.—An allowance is included in the above Table of five minutes for all the Trains at the principal Stations, and of three minutes for the Mixed Trains, at the intermediate stopping places.—No Fare will be less than One Shilling by the principal Trains.—The Fares between the intermediate Stopping Places will be at the rate of about 2½d. per mile for 1st, and 1½d. for 2nd Class Passengers, Tables of which will be kept at each of the Stations.

A WOLVERHAMPTON TRAIN will start daily at the following hours:—(As soon as the Buildings which are now in a state of forwardness are ready) from Wolverhampton Station to Birmingham at Eight o'Clock in the Morning, and from Birmingham to Wolverhampton at Seven o'Clock in the Evening.

Fares from Wolverhampton Station to Birmingham.

	Close Carriage.		Open.	
	s.	d.	s.	d.
To Willenhall	1	0	0	6
— James's Bridge	1	6	0	9
— Bescot Bridge	1	6	0	9
— Newton Road	2	0	1	0
— Perry Bar	2	6	1	6
— BIRMINGHAM	2	6	1	6

Fares from Birmingham to Wolverhampton Station.

	Close Carriage.		Open.	
	s.	d.	s.	d.
To Perry Bar	1	0	0	6
— Newton Road	1	6	0	9
— Bescot Bridge	2	0	1	0
— James's Bridge	2	0	1	0
— Willenhall	2	6	1	6
— WOLVERHAMPTON STATION	2	6	1	6

A WARRINGTON TRAIN will start daily from Warrington to Liverpool and Manchester at Eight o'Clock in the Morning.

REGULATIONS.

TIME OF DEPARTURE.—The doors of the Booking Office will be closed precisely at the time appointed for starting; after which no Passenger can be admitted.

BOOKING.—There will be no Booking Places, except at the Company's Offices at the respective Stations. Each Booking Ticket for the First Class Trains is numbered to correspond with the seat taken. The places by the Mixed Trains are not numbered.

LUGGAGE.—Each Passenger's Luggage will be placed on the roof of the Coach in which he has taken his place; carpet bags and small luggage may be placed underneath the seat opposite to that which the owner occupies. No charge for bona fide luggage belonging to the passenger under 100lbs. weight; above that weight a charge will be made at the rate of 1d. per lb. for the whole distance. The attention of travellers is requested to the legal notice exhibited at the different stations, respecting the limitation of the Company's liabilities to the loss or damage of luggage.

GENTLEMEN'S CARRIAGES AND HORSES.—Gentlemen's Carriages and Horses must be at the Stations at least a quarter of an hour before the time of departure. A supply of trucks will be kept at all the *principal* Stations on the line; but, to prevent disappointment, it is recommended that previous notice should be given, when practicable, at the Station where they may be required. No charge for landing or embarking Carriages or Horses on any part of the line.

ROAD STATIONS.—Passengers intending to join the Trains at any of the stopping-places, are desired to be in good time, as the Train will leave each Station as soon as ready, without reference to the time stated in the above table, the main object being to perform the whole journey as expeditiously as possible. Passengers will be booked only conditionally, upon there being room on the arrival of the Trains; and they will have a preference of seats in the order in which they are booked.—All persons are requested to get into and alight from the Coaches *invariably on the*

left side, as the only certain means of preventing accidents from Trains passing in an opposite direction.

CONDUCTORS, GUARDS, AND PORTERS.—Every Train is provided with Guards, and a Conductor, who is responsible for the order and regu'arity of the journey. The Company's Porters will load and unload the luggage, and put it into or upon any omnibus or other carriage at any of the Stations. No fees or gratuities allowed to Conductors, Guards, Porters, or other persons in the Company's service.

SMOKING, SELLING OF LIQUORS, &c.—No smoking will be allowed in any of the Coaches, even with consent of the passengers. No person will be allowed to sell liquors or eatables of any kind upon the line. The Company earnestly hope that the Public will co-operate with them in enforcing this regulation, as it will be the means of removing a cause of delay, and greatly diminish the chance of accident.

PARCELS.—The charge for Parcels, including Booking and Delivery, will be from 1s. 6d. upwards, according to size and weight.

TRAVELLING TO LONDON, &c.—Arrangements with Coach Proprietors are made, by which Passengers may secure places in Liverpool and Manchester for London and other parts South of Birmingham by Coaches, which await the arrival of the Trains at Birmingham.

TEMPORARY STATION, VAUXHALL.

After leaving Vauxhall, the traveller proceeds through the Parish of Aston, passing Aston Hall, the seat of James Watt, Esq. On the other side of the road is the tall Chimney of the Birmingham Water-Works' Engines for supplying the town with water. Crossing the town, he arrives at the Parish of Handsworth, when he enters the County of Stafford, and will soon after arrive at

PERRY BARR,

the first Station on the line,
distant only about 3½ miles from Birmingham.
Soon after he will pass through the Parish of WEST BROMWICH, where the great coal and iron district commences, which stretches for miles in a north westerly direction. Should it be dark when he passes this portion of the line, he will, if a stranger, be greatly surprised at the appearance of the country, lighted as it is with hundreds of fires at the mouths of the different pits, and entrances to the various works. On some minds the impression created by the sight, is one of awe and terror. The village, or, more properly speaking, the town, lies about 2 miles to the westward of the line, and has, within a short period, arisen from comparative insignificance, to a degree of importance in trade and manufactures, truly astonishing. The number of inhabitants according to the census of 1831, was 15,327, having more than doubled itself from the year 1811. In this parish are the largest Gas works in the kingdom, supplying a great part of the town of Birmingham, and the entire of the parishes of Bilston, Tipton, Oldbury, and Darlaston, besides several smaller places. The aggregate length of the several series of main pipes, is from 80 to 90 miles. West Bromwich is said to have been the birth-place of Walter Parsons, porter to James I. whose picture formerly hung up in the grand banquetting room of Whitehall; a man so tall and strong, that he could take up two of the tallest yeomen of the guards under his arms, and, despite their resis-

tance, carry them where he pleased. A short distance from this town, in a romantic valley, called Sandwell, is situated the beautiful seat of the Earl of Dartmouth, which stands on the site of a priory of Benedictine Monks, dedicated to St. Mary Magdalene, some vestiges of which are still visible.

NEWTON ROAD,
the second Station,
is $6\frac{3}{4}$ *miles distant from Birmingham,*
and the following Station,
BESCOTT BRIDGE,

situated somewhere about half-way between Walsall and Wednesbury, is $9\frac{1}{2}$ miles distance from Birmingham. Following the line we have chalked out for conducting this Work, we proceed to give a short account of the towns in the immediate vicinity of the station.

WALSALL, which lies about $1\frac{1}{2}$ miles to the east of the line is a Market Town and Borough, pleasantly situated on the summit and acclivities of a rock of lime stone. In sundry ancient records it is written Waleshall or Walshall, supposed to have derived its name from having, in ages long gone by, been either a forest, or near to one, to which the Druids used to resort for the celebration of their religious rites. Queen Elizabeth, in one of her tours through the country, affixed the royal seal and signature, at Walshall, on the 13th of July, in the 28th year of her reign, to a deed containing a grant of certain lands to the town, which deed is preserved in the archives of the corporation. Walsall is now a thriving and populous

town, having many handsome buildings both in the town and its environs. It is divided into two parts, called respectively the Borough and Foreign. The Reform Bill conferred on this town the privilege of returning one member to Parliament. Formerly, Walsall used to be particularly celebrated for the manufacture of buckles, but, since they have ceased to be worn so much, the manufacturers have turned their attention to the making of other goods in the different branches of hardware, and, excepting in times like the present, generally command, from the quality and price, a steady and constant sale. About a mile from the town, on the Wolverhampton road, is a strong chalybeate water called "Alum Well," and there are various mines of coal, ironstone, and limestone, the latter is celebrated as being susceptible of a polish nearly equal to marble.

WEDNESBURY is a market town, lying about one mile west of the line, situate near the source of the Tame, in a district abounding in excellent mines of coal and iron stone. It was denominated by the Saxons Weadesbury, and is, at the present day, commonly called Wedgebury. It is a place of great antiquity, and, in the time of the Mercians, was distinguished by a noble castle, and was fortified against the Danes by Ethelfrida, daughter of Alfred the Great. The church, a fine spacious structure, dedicated to St. Bartholomew, was rebuilt in the years 1828—9, and is conjectured to be one of the first christian churches in the Saxon Heptarchy: it stands on a lofty and commanding situation, and is supposed to occupy the site of the ancient castle. A wake or feast is held

here on the Sunday, next to St. Bartholomew's day, at which the barbarous practice of bull baiting is still continued, notwithstanding the efforts of many humane individuals to suppress it. The town was of great importance during the war, on account of the vast quantities of gun barrels, gun locks, &c., which were made in it.

DUDLEY which is about $5\frac{1}{2}$ miles west of the line, is situated south-west of Wednesbury, and is a market town in the County of Worcester. To the geologist and the antiquarian, Dudley unquestionably presents the greatest treat in this part of the kingdom. It derives its name from Dodo, or Dudo, a Saxon prince, who built a castle about the year 700. The town contains two churches; one dedicated to St. Thomas, the other to St. Edmund; the former an elegant gothic structure, and the latter a plain brick building; beside which there are places of worship for almost every description of dissenters, and various schools and charities dependent on the church and dissenting bodies. The whole of the town and parish is in Worcestershire, but the castle, which is a grand and spacious ruin, is in the County of Stafford, and was one of the last which surrendered to the parliamentary forces in the civil wars. Its situation is one which commands diversified, beautiful, and extensive prospects in every direction, and was formerly the seat of the ancestors of the present noble owner, Lord Dudley and Ward. Near the castle and adjoining the town, are the interesting remains of a Priory of Benedictine Monks, founded by

Gervase Pagnell, about the year 1161. Not far from thence, are vast subterraneous limestone caverns, frequently entered by wondering strangers, more extensive than the caves of Castleton and Matlock, in Derbyshire. In these caverns numerous fossils are found, one of which called the "Dudley Locust" is greatly esteemed by the collector, and is supposed to be an extinct species of *Monoculus*. In the vicinity of the town, there are several chalybeate springs and a valuable spa, held in much repute for its efficacy in cutaneous disorders. A few miles from hence are *The Leasowes*, the far famed seat of the late celebrated poet, Shenstone. The population of Dudley, was, in 1831, 23,043, being an increase since 1801, of nearly 13,000, the greater part of whom are engaged in mining, making of nails, smelting iron ore, and the manufacture of flint glass. It sends one member to the House of Commons, under the Reform Act.

To proceed onward, the traveller will find
JAMES'S BRIDGE,
 the fourth Station,

only $\frac{3}{4}$ of a mile from the previous one;
 and about the same distance westward of the line, is situated the town of DARLASTON, containing in the year 1831, 6,647 inhabitants. There is a large manufactory for bar-iron, and the articles wrought from this material, are very numerous, comprising gun-locks, bits, stirrups, buckles, nails, screws, and a variety of cast iron articles. At Berry Bank, within the parish, are said to be the ruins of a large castle, which ac-

ording to tradition, was the seat of Wulpher, king of Mercia, who murdered his two sons for embracing Christianity; the Barrow near it, is supposed to be his tomb. One mile and three quarters further on the line, is the

WILLENHALL STATION.

This is a populous and extensive village, in the townshipp and chapelry of its name. In Domesday Book this place is called *Winchala*, the Saxon word for victory: it probably derived its name from a decisive battle, obtained by Edward the Elder over the Danes, in or near the village, in 910 or 911. The manufacture of locks and keys is carried on here very extensively, besides which, immense quantities of latches, bolts, curry-combs, files, gridirous, chafing dishes, &c. for the Birmingham and Wolverhampton markets, as well as bits, spurs &c. for South America. The upper stratum of coal approaches so near the surface in this neighbourhood, as to be obtained by merely removing the earth, which for a considerable extent is not more than 14 feet thick, and then getting the coal 'open works,' as they are here termed. The highe ststratum of coal is about 3 feet 6 inches, then occurs a stratum of fire clay, &c. 2 feet 6 inches; under which is another bed of coal 4 feet thick, these two beds are both worked together; 6 or 7 yards lower, another bed of coal is found, which is worked in the ordinary way with shafts.

BILSTON, situate on the S. W. of Willenhall, and about $1\frac{1}{2}$ mile west of the line, is a populous market town and chapelry in the parish of Wol-

verhampton. It is, however, for all parochial purposes independent, but it forms part of that borough under the Reform Bill. Bilston, like most of the towns in this part of the country has greatly increased of late years. Previously to the introduction of iron works, it contained but few private houses; and before the canal was cut in 1772, only one blast furnace for smelting iron was in operation; since that period the number has so greatly increased, and so many forges have been erected for the different kinds of iron, that it has been asserted, that more iron is made in Bilston-field, than in the whole kingdom of Sweden. The mines of coal and ironstone are considered inexhaustible, many of them are wrought to the depth of 370 feet. The main coal is about 30 feet thick, and has below as well as above it, valuable strata of ironstone.

A sand of a deep orange colour is obtained here, which is used for the purpose of spaud to cast metal in, and is sent for from a great distance. There is in the neighbourhood a quarry of remarkable stones, lying horizontally one under another, increasing in thickness from the surface; the undermost being about three feet. Some of this stone is manufactured into grind and whetstones of superior quality, and some wrought into cisterns, millstones, &c. while the coarser beds are employed for building purposes.

There are two places of worship belonging to the Establishment, one Roman Catholic Chapel, a handsome Gothic edifice, erected in 1833, and several chapels for the different sects of Dissent-

ers. It was here that the cholera raged with its utmost fury in the year 1832; from August the 4th to September the 29th, no fewer than 3,568 cases occurred, of which 742 were fatal, being about one-twentieth part of the entire population. In the following year, 1833, an Orphan Cholera School was erected, at a cost of £400. and endowed with £2,000. for the instruction of 450 orphans, whose parents had been swept away by this visitation. The population of Bilston, according to the government returns, was 6914 in 1801, and in 1831, 14,492.

We now return again to the line. Proceeding from Willenhall, the next station the traveller will arrive at is

WOLVERHAMPTON,

the town of which lies a little to the westward. It was created a parliamentary borough by the Reform Bill, and now sends two members to the House of Commons. According to Camden and others, this place is of great antiquity, and was anciently called *Hanton* or *Hemton*; but Walfruna, sister of King Edgar, and relict of Oldhelm, Duke of Northumberland, having founded a college here in the year 996, which she endowed with so many privileges that it was afterwards called *Walfruna's Hamton*, of which its present appellation is a corruption. In the wars of Charles and the Parliament, Wolverhampton declared for the King who visited the place, accompanied by his sons, Charles, Prince of Wales, and James, Duke of York. The town is well lighted with gas, and great improvements have

latterly been effected, much to the credit of the spirited individuals who originated them. It is nearly surrounded by gardens, which not only conduce to the pure and innocent pleasure of the inhabitants, but contribute no doubt to the healthiness and salubrity for which it is so celebrated. It possesses great local advantages from having some of the best and most prolific ironstone and coal mines in the kingdom nearly close up to it. A prodigious quantity of locks and keys are made in this town and neighbourhood, indeed nothing can exceed the skill and ingenuity of the locksmiths, their productions surpassing, both in usefulness and beauty, all articles of the same kind made in any other district of England.—Among the staple Manufactures of the town, Japanned Wares in iron, tin, and paper, are brought to a very high degree of perfection: almost every description of goods used in building and cabinet furniture, edge and various other tools, brass and iron founding in its greatest variety, with nearly every species of article formed from brass, iron, steel, and tin.

The number of Churches belonging to the establishment are four, besides which there are Chapels for Methodists, Baptists, Unitarians, and Roman Catholics. The Collegiate Church is a handsome cruciform structure; the pulpit is formed of one entire stone, richly embellished with sculpture, and is an object of great interest and curiosity. The font which is evidently of great antiquity, is an octagonal stone ornamented with various devices. In the Churchyard, fronting the South, is a round

stone column 20 feet high, displaying a profusion of rude sculpture work in separate compartments supposed to be of Danish or Saxon origin. The Free Grammar School here, was founded by Sir Stephen Jenyns, Knight, a native of the town in 1513, under letters patent of Henry the 8th. The pupils are instructed in French, German, Greek, and Latin, besides Writing and Arithmetic: among the eminent men educated at this School were Sir William Congreve, Bart., the celebrated Engineer, John Abernethy, Esq. the eccentric and talented Surgeon and John Peenson, Esq. Advocate General of India. A public subscription Library was established in 1794, and a neat building was erected for the same in 1816, to which a News Room was added. Over the Library is a suite of Rooms in which Concerts and Assemblies are held. There are several Charity and Sunday Schools, and a public Dispensary, supported by the annual contributions of the affluent and benevolent. The Mechanic's Institution established here to dispel ignorance, and create in the minds of the Artizans a love of science rather than the indulgence of sense, will, it is hoped and believed, from the manner it has been taken up, accomplish the good all such institutions are calculated to effect. The Theatre which is a neat building, is only opened occasionally; but the Races held on the Monday, Tuesday, and Wednesday following the 12th of August, every year, are well attended and carried on with great spirit. The Grand Stand is an elegant building raised by subscription in 1827. The market is held on

Wednesday and a large annual Fair on the 10th of July for Cattle and various commodities. The parish of Wolverhampton comprises within its limits 17 villages, belonging to 5 townships and 4 chapelries; is near 30 miles in extent; the entire contained in 1831, 48,080 persons, of which last number 24,732, were for the township of Wolverhampton. In 1801 the numbers for the same were 12,565.

BRIDGENORTH, mentioned in the Company's list, is as the list expresses, about 14 miles westward of the line, and is most romantically situated on the banks of the Severn by which it is intersected. The part standing on its eastern side being designated the Low Town, and that on its western the High Town, which extending along the flat of the hill, rises 80 feet above the level of the river, presenting an appearance singularly pleasing and picturesque. The two parts of the town are connected by a handsome stone bridge. The whole is within a liberty or franchise exempt from all contributions and services. In the reign of Henry I. Robert de Belesme built the Castle and surrounded the town with such immensely strong walls, that it was considered one of the strongest fortifications in England. It was here that this Robert, collecting some of his associates, made a stand against Henry, but being vanquished he fled into Normandy. The Castle which was of great extent was held by the Normans during their wars against the Welch, and in the civil wars of later times was the scene of severe and sanguinary struggles. The parliament obtaining possession,

ordered it to be destroyed; which was effected by springing a mine. The upper town stands on a hill of red sand stone, out of which a great number of houses are excavated, over these the inhabitants have gardens; and the smoke arising from these subterraneous dwellings gives a singular and striking aspect to this part of the town. At one period a good iron trade was carried on here, which has declined, and the principal business now carried on is carpet making and malting, the latter article is said to be of a very superior quality. There are two parish Churches, and Chapels for Baptists, Independents, and Wesleyan Methodists. The country round is remarkable for its fertility producing every sort of grain and vegetables in abundance, and is distinguished by the many seats and mansions of opulent families. This borough had the elective franchise bestowed on it during the reign of the first Edward, and from that time has continued to return two members to parliament, the right being confirmed by the provisions of the Reform Bill. The market is held on Saturday, and there are seven fairs; the October one being very large for the sale of cattle, butter, and cheese. The number of inhabitants in the borough at the period of the Reform Bill passing was, 6,545.

It is now time to return to the Station at Wolverhampton; from thence proceeding onward, the traveller will speedily enter a pleasant and highly cultivated country, leaving the fires and the smoke of the coal and iron district behind him, and after

passing on for nearly 6 miles, he will arrive at the seventh Station called the

FOUR ASHES.

About 2 miles to the west, is the small town of Brewood, containing with its liberties 5799 inhabitants in the year 1831. One mile further on, he will arrive at the next Station called the

SPREAD EAGLE,

and from thence to

PENKRIDGE,

which is distant only 3 miles. This is a small market town situate on the river Penk, from which its name is evidently derived: Camden supposes it to be the Roman Pennocicum of *Antonius*. The parish Church a royal peculia, formerly Collegiate, is a fine Gothic structure dedicated to St. Michael, anciently called the 'CHAPEL OF PENCRIZ'. The country around is flat and subject to occasional inundations, but the land is rich and proper for grazing, with good corn land. The beautiful seat of Lord Hatherton is in the neighbourhood of the line. Five miles to the East is the ancient and respectable village of Cannock, which is bounded on the north and east by a very extensive heath, once a forest, called Cannock, Chase, which is 10 or 12 miles in length, and 5 or 6 in breadth, containing many herds of wild deer.

A few miles south east of the chase, and 17 east of the Railroad, is the City of LICHFIELD, an ancient and interesting place, highly salubrious, and the ground around particularly fertile, containing, according to the returns of 1831, a population of 6499. Great difference of opinion exists

as to the origin of its name, but, whatever that might have been, it appears to have derived its first importance from the Mercian kings. It stands in a fine valley, on a small river that runs into the Trent within two miles of the Roman *Etocetum*. The streets are in general paved and lighted, and the city is amply supplied with water, and has an air of great cleanliness and respectability. The Cathedral, which is supposed to have been founded about the year 657, is one of the noblest religious edifices in the kingdom. It is adorned with richly painted windows, and a number of interesting monuments are dispersed through the building; among the principal is one to Lancelot Addison, the father of the celebrated Joseph, one to David Garrick, one to Dr. Samuel Johnson, another to Anna Seward with lines by Sir Walter Scott; these were all natives of Lichfield: but the monument possessing the most exquisite beauty, is that by Chantry, to the memory of two infant children, grand-daughters of Dean Woodhouse—so graceful, natural, and easy, as to be models of the greatest genius, and most refined taste. The Cathedral suffered much from the republican army during the civil wars. There are two horse races held here, taking place respectively in March and September. The Theatre, which is small, is opened during these times, and occasionally at others; it was at this, that Mrs. Siddons made her first appearance after her marriage. The charitable and scholastic institutions are here both numerous and valuable; the limits of this work will not allow us to do more, than thus direct attention to

them. Besides the places of worship belonging to the establishment, are Chapels for Methodists, Independents, and Roman Catholics.

On leaving Penkridge, the next Station arrived at is
STAFFORD STATION,

distant from Penkridge 5 miles. The town which lies a little to the east of the line, is the capital of the county, and a borough and market town, sending two members to parliament, situate on the river Sow, about 6 miles distant from its confluence with the Trent, and contained in 1831, 7252 inhabitants. It is uncertain what is the etymology of its name, but it must have been of some importance prior to the conquest, for in Domesday Book it is termed a city. The town, which for the greater part is well built, lies rather low, but the neighbourhood is very beautiful and well wooded: the scenery from many points being highly romantic, and within a circuit of 4 miles, the country is studded with elegant seats of the nobility and opulent. It is approached by excellent roads, and is well paved and lighted with gas. Before the Reformation, Stafford contained a variety of monastic institutions. The Castle which stood on a hill about $1\frac{1}{2}$ mile from the town was built by William the Conqueror, to keep the barons in subjection: it was subsequently rebuilt, and finally demolished in the revolutionary wars by Sir William Brereton, one of Cromwell's Generals. Stafford gives the title of Baron to the Jerningham family, and Marquis to that of Gower. Isaak Walton, the author of the celebrated treatise on angling, was a native of

this place. There are two parish Churches, and places of worship for Independents, Presbyterians, Methodists, Roman Catholics, and the Society of Friends; and among the other public buildings, we recommend to the attention of the stranger, the Free Grammar School, originally founded prior to Edward the 6th, the County Lunatic Asylum, the County Infirmary and House of Recovery, with a number of others. Horse Races are held annually in the neighbourhood of the town, and Assemblies occasionally in an elegant room of the County Hall. This town has long been noted for the manufacture of Boots and Shoes, and we think the inhabitants will not condemn us for wishing that their trade in this particular branch, may be trodden under foot by the whole world.

SANDON, mentioned on the Company's List, is a pretty village, about 4 miles south east of Stafford, 5 miles east of the line of Railroad, and near the Grand Trunk Canal. It contained in the year 1831 only 558 inhabitants, and its most distinguished building is the Hall, which belongs to the Earl of Harrowby. In the grounds of the same is an obelisk, erected to the memory of the late Right Honourable William Pitt, bearing the date of 1806. It confers the title of Viscount on the family of Ryder, Earls of Harrowby.

RUGELEY, is a market town on the South bank of the Trent, about a mile north east of Cannock Heath, and 9 miles east of the line of the Grand Junction. The present Lord of the Manor is the Marquis of Anglesea, who has extensive

coal mines at Brereton, one mile distant; and the beautiful seat of Beaudesert is 4 miles hence on the Lichfield road; at the last census, it contained 3165 inhabitants.

UTTOXETER, is in the county of Stafford 14 miles east of the line, and the same distance north east by east of the town of Stafford; it is another small market town, and contained in the year 1831, 4864 inhabitants. It is situated on the western bank of the river Dove, across which is a stone bridge of 6 arches, connecting this county with that of Derby. The town is one of great antiquity, and has suffered severely at several times by fire. The land in the neighbourhood is esteemed some of the most fertile and luxuriant in England. There is a Church, several Meeting Houses for Dissenters, and a Free School.

NEWPORT, 12 miles from the line, is a small market town, situate in the county of Salop on the borders of Staffordshire, on a plain near the Roman Watling street. It is 19 miles east north east from Shrewsbury. A branch of the Liverpool and Birmingham Grand Junction Canal passes through the town. It consists principally of one main street, in the centre of which stands the parish church, dedicated to St. Nicholas. The edifice is in the ancient style of English architecture with a square tower. There is also a Chapel each for Wesleyan Methodists, Independents, and Roman Catholics. There are Alms Houses and Free Schools in the town, founded and endowed by natives of the place. No trade or manufactures are attached to the town, but there are corn

mills in the vicinity, as also mines of coal, iron, and lime stone. The country around is of the most fertile description, the prospects interesting and beautiful, and among other objects worthy of observation, are the ruins of St. John's Abbey at Lilleshall, distant 3 miles:—market on Saturday, population in 1831, 2745.

Three miles and a half beyond Stafford, is the
BRIDGFORD STATION,
 and a little further on at the distance of $2\frac{1}{4}$ miles, the traveller will reach the Station of

NORTON BRIDGE.

To the left of this, about $2\frac{1}{2}$ miles to the westward of the line, situated on the banks of a rivulet which runs into the river Sow, is the small market town of Eccleshall. Tradition records, that the emperor Nero erected a temple to Jupiter on the site which the castle now occupies, where he reared the Roman standard, whence it was called Eagle's Hall, since corrupted to its present name. The Castle was built by Walter de Langton, Bishop of Lichfield, in the year 1209; it suffered greatly during the civil wars, was fortified by the royalists, but being much battered, it was, at length, compelled to surrender. The town has no manufacture, being altogether agricultural.

STONE, which is a market town about 7 miles north east of Stafford, and 3 miles east of the Railroad, is situated on the northern banks of the Trent, and has considerably increased since the establishment of the canal navigation between the Trent and the Mersey. It is said to be a place of great antiquity, and to owe its origin to *Wulfere,*

King of Mercia, who having slain his two sons for becoming aliens, became himself a convert to christianity, and founded a Monastery here, to expiate his crime, in the year 670. The Saxons according to their custom, heaped stones on their graves to preserve the memory of the place. A town afterwards sprung up, and in remembrance of this event, was called Stone. The church is a handsome building in the gothic style, dedicated to St. Michael. The market is held on Tuesday, and the population returns of 1831, were 7251. There are several seats in this neighbourhood belonging to persons of distinction, among which are Barlaston Hall, the seat of Ralph Adderley, Esq.; Swinerton Park, Thomas Fitzherbert, Esq.; and Meaford Hall, Viscount St. Vincent, at which was born the late gallant Earl St. Vincent, whose remains repose in the church yard.

CHEADLE is another small market town, containing a population of 3862 in the year 1831, 10 miles from Stone, and 15 from Stafford. There is a church belonging to the Establishment, and chapels for the Wesleyan Methodist New Connexion, Independents, and Roman Catholics, with a small free school, endowed by Mr. Stubbs, for 12 poor boys.

The 13th Station is

WHITMORE,

$8\frac{1}{4}$ miles from Norton Bridge, and 10 miles to the westward of the Station is MARKET DRAYTON, a market town situated on the river Tern. It is supposed to have been a Roman station, and to

have been formerly much larger than it is at present. At one period a considerable trade was carried on here, but since the construction of the Grand Trunk Canal, it has declined. The only manufactures now carried on, are malting, paper, and hair cloth seating. A sanguinary battle between the Houses of York and Lancaster was fought at Bloreham, about 2 miles distant from this town, which ended in a complete defeat of the latter, although they had double the force of their opponents. There is one parish Church, and Chapels for Baptists, Independents, and Wesleyan Methodists. The country around is beautifully diversified with hill and dale, on which are many handsome seats of the gentry. The market day is Wednesday, and the population according to the census of 1831, 4619—in 1821 it was 4426, so that there has been no great increase here.

The

MADELEY STATION,

only $2\frac{3}{4}$ miles distant from Whitmore, is a small village, and contained in 1831 according to the returns of that period, a population of 1190. NEWCASTLE or Newcastle under Lyme, is situated on a branch of the Trent, 5 miles east of the Railroad, and a little south east of the Madeley Station, a borough and market town, and a place of some antiquity. Prior to the conquest it was known by a different name, and its present one was taken from a Castle built here by Edmund, Earl of Lancaster in the reign of Henry III, in consequence of a previous one which stood in the neighbourhood having fallen to ruin, and its de-

scriptive affix 'under Lyme' was added on account of its proximity to the forest of Lyme, and to distinguish it from the Newcastle in Northumberland. The town consists of two principal and several smaller streets which are lighted with gas. The principal manufactures are hats, and silk throwing. The good or bad state of trade of the Potteries adjacent, exercises, to a certain degree an influence on its welfare and prosperity. It has sent two members to parliament ever since the 7th of Edward III: the Reform Act confirmed this privilege and somewhat extended the suffrage. The places for divine worship are the parish Church and a Chapel of Ease, others for Unitarians, Calvinists, Methodists, and Roman Catholics. The principle charities are, the Free Grammar School in which the Latin and Greek languages are taught, and another for teaching to the sons of burgesses and those of the poor inhabitants; Alms houses for 20 poor widows. A court of record is held here every 3 weeks, for the recovery of debts not exceeding £50. Newcastle was formerly noted for using the bridle for scolds, and the instrument of correction was till within these few years, and perhaps is now, in the custody of the Mayor of the town. Markets are held on Monday and Saturday. The population of 1831 was 8192, being nearly double what it was in 1801.

The POTTERIES, an opulent and highly interesting district, about 7 miles to the east of the line, comprises within its range the borough of **STOKE UPON TRENT**, and the several townships

and villages of Burslem, Hanley, Shelton, Etruria with Longport and Brownhills, Lane End, with Longton, Tunstal, Lane Delph, Fenton, Cobridge and their neighbourhoods. The district, extends about 10 miles in length and nearly 2 in breadth : It abounds with coal and clays of great variety.

STOKE UPON TRENT, as its name implies is situate on the river Trent and on the banks of the Grand Trunk Canal, is a market town, which by the Reform Bill was created a borough. The town contains many handsome houses, and china and earthenware manufactories, and is deemed the parish town of the Potteries. It was here that the first steam engine for grinding burnt flint for the potters, was erected. The parish at present includes a district of 17 square miles, containing 12 townships, 1 chapelry, and 1 liberty. Owing to the establishment of numerous potteries its population has very much increased of late years : in 1801 the number was 16,414; in 1821, 29,223 and according to the census of 1831, 37,220 but this number includes the whole of the townships. The old Church dedicated to St. Peter, was of such great antiquity, that it has now given place to a new edifice erected in 1826. The hardware monument raised to the memory of the late much respected Josiah Wedgwood, in the old Church where he was interred in the year 1795, has been removed to this. The different sects of dissenters existing in the town have each their respective places of worship.

HANLEY, one of the towns in the parish and

borough of Stoke, is a large and modern market town and chapelry, about $1\frac{1}{2}$ mile distant from it. The streets are not very regularly disposed, but many of the houses are well built. One of those highly useful institutions, the honour of the present age, a Mechanic's Institute, is established here for the education and improvement of the working classes; by this means will England, the nurse of the Arts and the great champion of free and liberal institutions, be able to support her pre-eminence among the nations of the world. Near to the Institution, stands the North Staffordshire Infirmary, a most excellent and valuable establishment. The market days are Wednesday and Saturday.

LANE END, which is nine miles east of the Railway, forms with the township of Longton, a populous market town, belonging to the parish of Stoke, situate nearly at the southern extremity of the Potteries, 4 miles south east of Newcastle. It has within a few years, owing to the prosperous state of the manufactures of the district, attained to considerable opulence and importance. The population, in 1831, of the two townships jointly, was 9608.

SHELTON is a township adjoining Hanley in the parish of Stoke. In this place are the works and beautiful Villa of Etruria, erected by the late talented Josiah Wedgwood, Esq. The elegant specimens of art produced at these works, under his own superintendence, are imitations of the original vases found in Italy, and will well repay the visit of the stranger, if he be an admirer of the beautiful in art.

BURSLEM is a market town of some antiquity, 3 miles north east of Newcastle, and 2 from Hanley. It was distinguished at an early period, for the variety and excellence of the clay which abounds in its vicinity: and it was noted even in the 17th century, as the principal place in the kingdom for the manufactures of earthenware and pottery.

LONGPORT and BROWNHILLS are both manufacturing districts for pottery, in the parish of Burslem, and included in the population returns of that place, which, in 1831, amounted to 12,714.

TUNSTAL, another of the market towns in the pottery district, forms part of the borough of Stoke. Its situation is elevated, and a considerable business is done here in blue bricks, tiles, porcelain, and earthenware; there are also some chemical works, which afford employment to hundreds. Veins of fine clay, coal, iron and lime stone, together with other minerals, are found in the vicinity in great abundance.

LANE, DELPH, FENTON, and COBRIDGE are small places, but doing an extensive pottery trade, and employing a considerable population. The first and second named places are situated between the towns of Stoke and Lane End, and the two last between Hanley and Burslem.

MADELEY, the 15th STATION, is a small parish, lying on the eastern side of the line, in the northern division of the hundred of *Pirchill*, scarcely 3 miles distant from the *Whitmore Station*. It is situate near the borders of the Counties of Salop and Chester, and being strictly an agricultural district, consists at present generally of farmhouses and cottages.

BETLEY, a particularly pleasant village, situate 3 miles on the east of the road, in the same division and hundred as Madeley, contains many respectable houses, and is 7 miles north west of Newcastle, which town it supplies with vegetables from extensive and well cultivated gardens in the neighbourhood, and for which the soil around appears to be well adapted.

MOORE, mentioned on the list of the Company as being $2\frac{3}{4}$ miles westward of the line, is a small village, situated on the north east point of the County of Salop. The country around is highly picturesque and beautiful.

LEEK, an ancient market town, at one time written *Leyke*, is situated nearly at the northern extremity of the County of Stafford, and 16 miles from the Railway, in a mountainous district called the Moorlands, of which it has sometimes been styled the Capital. The Churnet, a branch of the Trent, runs near this town. It is 32 miles from Manchester, 24 from Stafford, 12 from Newcastle, and 154 from London. It is remarkable for the singular phenomenon of a double sunset, which occurs at a certain part of the year, owing to the position of a rocky mountain, westward of the town. The hills in the neighbourhood called the Blue Hills, abound with coal mines, and a salt spring issues from one of them. The principal manufactures of the place are various articles of silk, consisting of ferrets, galloons, twist, thrown silk, handkerchiefs, ribbons, and fancy buttons. The church, dedicated to St. Edward the Confessor, is situated on

an eminence commanding a most extensive prospect. In the Cemetery are the remains of a pyramidal cross, supposed to be of Danish origin. There are besides, several Meeting Houses for the different dissenting bodies, and a Roman Catholic Chapel. In the year 1745 the Pretender marched through the town, when he was advancing on Derby. There is a Free Grammar School with a small endowment; a lot of Alms Houses, and several other charitable benefactions. The market day is Wednesday, and the population of the entire of the parish, was from the last returns, 10,087.

The traveller on leaving Madeley, will in a few minutes enter the County palatine of Chester, and at a distance of 8 miles from the former, will arrive at CREWE BRIDGE, or

CREWE STATION,

near which is Crewe Hall, the beautiful seat of Lord Crewe. Four miles westward of the line, and a little south west of the Crewe Station, is the town of Nantwich, which is situate in a luxuriant vale on the banks of the river Weaver, which is not navigable here, but it has water conveyance by canal to the different parts of the kingdom. The manufacture of Salt was at one time carried on very extensively, but it has now greatly declined. The streets of the town are pretty regularly arranged, and there are many good houses. The Church is an ancient gothic pile in the form of a cross, with an octagonal tower rising from the centre. In the inside are several monuments deserving the notice of the curious: it has too, a

beautiful stone pulpit projecting from the piers of the central tower, and it is affirmed that there are only two others like it in the kingdom. Several sects of dissenters exist here, and have their respective Chapels. The government of the town is vested in Constables chosen annually. During the Civil Wars, Nantwich was the only town in the county which adhered steadily, through every change, to the cause of the parliament: it was besieged and defended with great courage. The widow of the immortal Milton resided here during the latter years of her life. The market day is Saturday, and its population in 1831 was 5357.

On the east of the road, in the hundred of Northwich, is the small market town of SANDBACH, which is pleasantly situated on an eminence near the little river Wheelock, which falls into the Dane, about 5 miles below the town. It was at one period celebrated for its malt liquor, and did also a considerable trade in worsted yarns, weaving of stuffs, and shoe making; but these have latterly declined, in proportion as the more costly article of silk, has obtained the attention of the capitalist and artizan. The Grand Trunk Canal passes near to the town, affording it the advantages of water communication with other places. The Church is ancient, and its style gothic. There are also Chapels for Methodists and other Dissenters. It was formerly noted for its cross, and there are some remains of these religious erections still existing. The view looking towards the hills of Stafford and Derbyshire over the Vale Royal, is extensive, rich and interesting, the landscape being

terminated by the Welch Mountains. The market of Sandbach is held on Saturday, and the population of the whole parish, according to the last census, was 7214.

CONGLETON, is about 6 miles east of Sandbach, and 11 of the Railway. It is a market and borough town, but not enjoying the elective franchise, situate on the river Dane. In the year 1637 the celebrated president Bradshaw served the office of Mayor here. The trade, which is considerable, appears to have been progressing for a number of years, and much is now done in the manufacture of silk, silk-throwing, cotton spinning &c. The prospect either from Daisy Bank or the Hill-field is delightful, commanding at one view, the grounds below, the Church on an eminence, and the hills of Biddulph, near Congleton edge mole in the perspective; besides the Church, there are Chapels for Unitarians, Methodists, and Calvinistic Dissenters. There is a Free Grammar School here, founded by the corporation in the 16th century, but it is free only to the sons of burgesses. The market which was chartered by Edward the I. to Henry de Lacy, Earl of Chester, is held on Saturday, and the population of 1831 was 9352.

MACCLESFIELD is about 8 miles north east of Congleton, situated near the borders of the wild district still called Macclesfield Forest, on a branch of the river Bollin, which runs through the lower part of town. It was incorporated by charter granted by Prince Edward in 1261, and is governed by a Mayor and 24 Aldermen. From

the rapid increase of trade and manufactures the town has proportionably increased, and in many streets are some very excellent houses. The principal trade of the place consisted chiefly of wrought buttons of silk, mohair, and twist, of which trade this town has always been the centre; but these have latterly been superseded by the manufacture of silk in its various textures, and this beautiful and important branch of manufacture is now carried on here to an immense extent. The neighbourhood of the town abounds with coal and other minerals, but the general face of the country around it, is agricultural and highly picturesque. The Free Grammar School established and endowed by Edward the VI. to the amount of £25. now produces nearly £1000. Besides the Churches, which are two in number, there are Chapels for Roman Catholics and the different denominations of Dissenters. The population, including Sutton and Hurdsfield, which virtually form parts of the town, according to the last census was 32,068, and the market days are Tuesday and Saturday.

We will now proceed onwards from Crewe to the

COPPENHALL STATION,

which is distant only 2 miles,

and as little need be said on this, farther than that the country around is pleasing and beautiful, we pass on to the next Station,

MINSHULL VERNON,

which is only $2\frac{3}{4}$ miles distant

from Coppenhall, and from thence passing the

Middlewich Branch Canal, the train will arrive at the

WINSFORD STATION.

Two miles to the east of this Station, is the ancient borough and market town of MIDDLEWICH, deriving its name from its local situation, being the middlemost of the Wiches, or Salt Towns. It is contiguous to the confluence of the Dane and the Croca. The Salt Works here are very extensive, and the brine from the springs yields about one fourth of its weight in Salt; besides the employment these afford, there are Silk and Cotton Factories, and a considerable business is done in the town with the surrounding neighbourhood, which is a great agricultural district. The Church is a spacious building, and there are Meeting-houses for Calvinists, Methodists, and Quakers. The market day is Tuesday, and the population in 1831 was 4785.

About the same distance west of the line, is the small parish and market town of OVER. It is a borough by prescription, governed by a Mayor; annually chosen by a Court Leet. Over is said to be the birth place of the idiotic prophet, Nixon, whose predictions were much venerated by the superstitious and illiterate. There is some difference of opinion as to the time of his birth and decease: some say, he lived in the time of the James's, and that his most remarkable prophecies applied exclusively to the Cholmondley family, by whom it is said the MSS. regarding this person, are preserved. The trade of the town is very inconsiderable, there being no manufactory carried on in it.

TARPORLEY anciently spelled *Torporley*, is a small but pleasant market town, situate on the high road from London, through Nantwich to Chester, and within one mile of the Nantwich and Chester Canal, and distant from the Railway 8 miles. The Church, which is built of red stone, is dedicated to Saint Helen, and is a handsome building, containing several fine monuments. The parish contains 4 townships, and in 1831 there were 2391 inhabitants.

The traveller is now approaching the beautiful scenery of VALE ROYAL, perhaps some of the most lovely in England; and arriving at the

HARTFORD STATION,

he will behold the splendid viaduct over the valley through which the Weaver winds its way. It contains 5 arches of immense span, and is a beautiful specimen of architecture. About 4 miles westward of the Station, is the extensive Forest of Delamere, which now includes not less than 50 townships, within its boundary. A few miles from the western side of the Forest, and from 13 to 16 from the line, is the ancient and highly interesting CITY OF CHESTER, the capital of the county. It is situated on the river Dee, which is navigable here, and is 18 miles from the sea. It is styled the "*County of the City of Chester*," and it is of a square form, surrounded by walls nearly 2 miles in circuit, with 4 principal gates and 2 lesser ones. Palin's MS. says, "the city of Chester, noted of all writers for a place of great antiquity, honour, and reputation, was first built by Lyal, King of the Britons, *anno ante Chris-*

tum 917, at which time Jehosaphat and Ahab governed Israel and Judah: it was afterwards repaired by Julius Cæsar, at which time the houses were built in the form of castles, and were garrisoned by Roman legions." The walls which are considered the only entire specimens of ancient fortifications in the Kingdom, are a favourite promenade, sufficient to admit 2 or 3 persons to walk abreast, and in some places 4 or 5. The galleries in which passengers walk, and in which are shops for the sale of every description of goods, called the Rows, give to this City a very singular appearance. The Castle, the Cathedral, St. John's Church, the Roman Hypocaust under the Feathers Inn, &c., are objects of much attention to the antiquarian and the connoisseur. The Cathedral was formerly the Abbey Church of a Monastery of Benedictines, founded by Hugh Lupus, Earl of Chester, dedicated to St. Werburgh, but Henry VIII. changed its dedication to Christ and the blessed Virgin, and appropriated its revenues to the maintenance of a dean, 6 prebendaries, 6 minor canons, and other officers. This venerable pile contains a very old organ, supposed to have been built by the celebrated Smith. The bishop's throne on the south side of the choir, is considered one of the finest specimens of Gothic architecture extant. Our limits will not permit us to do more, than recommend the visitor to behold for himself, the many beautiful remains of other days, contained in this building. Chester has 9 parish Churches, and Meeting-houses for Baptists, Independents, Unitarians, Quakers, the

different sects of Methodists, and a Roman-Catholic Chapel. One of the towers of the Castle is ascribed to Julius Cæsar, and on the grounds of the same are a Hall, in which the palatine Courts and Sessions are held, a Prison for the County, Barracks, and an Armoury for 30,000 men. During the Civil Wars this City declared for the royal cause, and was invested by the troops of the parliament, but after a siege of 20 weeks' duration, when every hope of relief had failed, it was compelled to surrender. The governor of the garrison was Lery Byron, the ancestor of the distinguished and lamented poet, who died struggling in an opposite cause.

There is an Infirmary here, founded in 1760, having a funded property of £20,000. and otherwise supported by voluntary contributions. A Blue Coat Hospital, subscription News Room, Exchange, two Libraries, and a Theatre. The last named has widely departed from its original purpose, the site of it having been intended for a Chapel, by the monks of the Monastery of St. Werburgh. The Halls, viz. the Union, Commercial, and the Linen, are well attended during the great Fairs, which are held in this City twice a year. In the first week in May, Horse Races are annually held in a beautiful meadow called the Rooddee: a situation on the City walls commands an entire view. The City sends two members to the House of Commons; has two market days, Wednesday and Saturday, and agreeably to the population returns, contained in 1831, 21,263 inhabitants.

Two miles north east of this, the Hartford Station, stands the ancient town of NORTHWICH, situate in the parish of Great Budworth, on the conflux of the Dane and the Weaver. It is the most northerly of the Wiches or Salt towns. The salt trade here is conducted on a very large scale, and it is calculated that 100,000 tons of salt, made from the brine springs, are annually sent down the Weaver for exportation. Besides the springs, there are mines of Rock Salt, and to a stranger who has never seen such a spectacle, the crystalline arcades and stupendous arches formed by the excavations, are, when lighted up, in the highest degree interesting and gratifying, and will well repay the attention of the curious. The town is populous and improving, and its market day is Friday; the population in 1831 was 2912.

Another ancient market town on the east of the line, and of Northwich, is KNUTSFORD. It is situate in a fertile part of the county, and is the principal town in the hundred of Bucklow. It stands on a gentle declivity, and the streets are at all times tolerably dry. The river or brook Birken, divides the town into two parts, Over and Nether Knutsford, and it undoubtedly derives its name from the circumstances of Canute having with his army passed the ford here, and gained a victory in the adjacent fields; it was hence called Canute's Ford, since corrupted to Knutsford. The principal trades of the town are cotton, shag velvet, and thread; but it depends much for its support, on the opulent gentry resident in the

neighbourhood, who are numerous. The annual Races held in July, contribute also to the emolument as well as the amusement of the inhabitants. Its market is Saturday, and the population in 1831 was 4097.

On leaving Hartford a few minutes more will bring us on to the

ACTON STATION,

and as we have nothing particular to offer respecting this place, we proceed onwards to Preston Brook, passing however on the road the stupendous and magnificent viaduct at Dutton, the arches of which are of immense span, but the passenger in the train, is not favourably situated for seeing this wonderful undertaking to advantage, and is only sensible of it by finding himself as it were, suspended in the air. Having passed this, he will speedily arrive at

PRESTON BROOK STATION,

or *Preston on the Hill*, which is a small township in the parish of Runcorn, from which it is about 2 miles distant, and consists for the greater part, of a long range of warehouses, where the business relative to the trans-shipment of goods between the Mersey navigation, the Grand Trunk and the Duke of Bridgewater's canal, is carried on. The population at the last census was 461. About 4 miles west of this place and only about 3 from the nearest part of the line, is situated the small market town of FRODSHAM, near the conflux of the *Weaver* and the *Mersey*. It consists principally of two streets intersecting each other, at the extremity of one of which, in the

township of *Overton*, stands the Church. The inhabitants are chiefly occupied in producing and refining salt. Some few quarries of coarse red sand are worked here, but not to much extent. Beside the Church, there are Chapels for Wesleyans, and Calvinists. Frodsham, like many of the towns in this county, has the advantage of being placed amidst scenery naturally fertile and beautiful. The view is much heightened by the quiet windings of the two rivers before mentioned; the eye tires in following their course through rich valleys and luxuriant meadows, till it rests on the more distant parts of Lancashire. A weekly market on Thursday, and two annual Fairs, are held here; the population of 1831 was 5547.

Proceeding onward from Preston Brook, for $2\frac{1}{3}$ miles, we arrive at

MOORE, the 23rd STATION
from Birmingham.

Four miles to the west of this, on the banks of the Mersey, which is here suddenly contracted, is the small market town of Buncorn, a place of great antiquity, and supposed to have been built about the year 916. The parish Church of All Hallows, surrounded by trees, stands in a most romantic situation, above the rock called Castle Rock, from the circumstance of a castle having formerly stood on or near to it. This Church is supposed to have existed prior to the Conquest, as it was bestowed by Nigell, Baron of Halton, one of the followers of William the Conqueror, on his brother, Wolfrith, a priest. A great number of monumental memorials are to be seen in

the interior and yard of this interesting Church. Besides the Church, are places of worship for Wesleyan Methodists, and Lady Huntingdon's Connexion. After the reign of William the Conqueror, Runcorn retrograded in importance, so much that till the time just previous to the completion of the Duke of Bridgewater's canal, it was only an insignificant village; but since that period it has become a thriving, genteel town, and of some importance in its commercial transactions; as a proof of which, the government has proclaimed it a free port, and established a Custom-house there. Its pleasant neighbourhood, fine views, and pure air, have lately rendered it a place of great resort for sea bathing. Runcorn does not rank high in its manufactures; it has, however, a large soap making establishment, and an extensive turpentine distillery; many school slates are also made here, and sent to most parts of the kingdom. Its market day is Friday. The population of the whole of the parish of Runcorn, was in 1821, 7,738, and in 1831, 10,326.

About 12 miles eastward of the *Moore Station*, is situated the particularly neat and clean market town of ALTRINCHAM, or *Altringham*, which is 183 miles from London, 30 from Chester, 9 from Stockport, and 8 from Manchester. There are several manufactories of thread, woollen yarn, bobbin turning, &c. as well as power loom; but the chief employment of the labouring classes, is agriculture, attending to the cultivation of their gardens, which are, for the most part, kept in a high state of perfection, and the produce transfer-

red to the markets of Manchester. The places for religious worship, are, the Church, a Wesleyan and a Unitarian Meeting House. The population in 1831, was 2,708; and the market day is Tuesday.

Shortly after leaving the Moore Station, the stranger will arrive at the beautiful and splendid bridge which crosses the Mersey. This bridge has 20 arches, which are 65 feet span, and the same number of feet high, and is the point where he will take his leave of the county of Chester, and enter that of the county palatine of Lancaster. A minute or two more will bring him to the

STATION AT WARRINGTON,

the town of which, lies a little to the east of the Grand Junction. It is an ancient populous and thriving town, about midway between Manchester and Liverpool, being 18 miles by turnpike from each. It is difficult now to discover the etymology of its name; some antiquarians assert that it is Roman, whilst others affirm that it is of Saxon origin. To support the latter opinion, it is recorded that the Saxons had a fort here, whence its name *Waring*, signifying a fortification, and *tun*, a town. It is, however, evident, from the relics discovered at various times, that antecedent to that period, it was a Roman station. It became a market town in the reign of Edward I. through the influence of the ancient family of Butler, or Boteler. During the disturbed times of Charles I. Warrington suffered severely for its adhesion to his cause.

The Parish Church is supposed to have been erected before the conquest, and was originally

dedicated to St. Elfin ; but whether the Saint got out of odour, or the fickleness of the people desired a change, cannot now be known ; certain it is, that at a subsequent period, when it underwent some repairs and alterations, the dedication was changed, and St. Helen's now stands on the same site which formerly supported St. Elfin. There are some very ancient monuments to be seen in this Church, particularly one with the figures of Sir Thomas Boteler and his Lady, and others of the Massey's and Palter families. The other buildings dedicated to divine worship, are, a Chapel of Ease, Trinity, belonging to the Establishment, and Meeting-houses for Unitarians, Independents, Baptists, Methodists, Lady Huntingdon's, the Society of Friends, and a Catholic Chapel. The number of children receiving instruction on a Sunday from these different religious bodies, is somewhat more than 3000. Many other valuable charities exist here, for the benefit of the rising generation : Boteler's Free School, founded in 1526 and richly endowed ; the Blue Coat School in Winwick-street, established about 1577. In the same street stands a Female Charity School established in 1814, besides which there is an Infant School established in 1826. After the youth of the town are conducted through the period of infancy and mere boyhood, obtaining the necessary early preliminary initiation, they may be taken by the hand and receive the benefits of the Mechanic's Institution, where by learning something of science, they learn better to understand and properly estimate themselves. The public

buildings are the Town Hall, Market Hall, two Cloth Halls, a Theatre, Assembly Rooms, and a temporary Prison called the Bridewell. Warrington is a town justly celebrated, for many reasons. It had the honour of giving to the world, through the medium of the press, many productions of rare merit, among others, the work 'on prisons' by the philanthropic Howard, Mrs. Barbauld's beautiful 'Ode to Corsica,' Roscoe's Poem of 'Mount Pleasant,' and the works of Dr. Ferriar, Mr. Gibson, and others. Several distinguished and talented men have been inhabitants of this town; Mc'Gowan, a baker, the satirical author of 'the Shaver' and the 'Dialogues of Devils,' lived in Bridge-street; here too the great Priestley lived and taught during some portion of the earlier part of his life: Letherland the inventor of the lever watch, was born in the town; and John Blackburn, Esq. the celebrated botanist, had his residence at Orford Hall, in this township. This gentleman was the second person who succeeded in rearing the pine apple, and he also, cultivated the cotton tree with a certain degree of success, in this country: he died at the age of 96, in the year 1796. This town was the first in the county to publish a newspaper although there is none now existing, and it is further said, that the first Stage Coach established in the county started from Warrington. The manufactures of the place are extensive and various; Muslins, Calicoes, Velveteens, as well as coarse Linens, Checks, and Huckabacks, are made here to a great extent: while the spinning of Cotton from steam power employs a vast number

of hands: files for the use of the mechanic, of superior quality, and much esteemed in all parts of the country, are also made in this town, besides which there are Glass Works, Tanneries, and a Pin making establishment. Let not the stranger, however, from all that has been said expect to see a fine and splendid town; for though it is by no means an inferior looking place, yet it is certainly not remarkable for the handsome appearance, generally, of the houses of its inhabitants, and some of the streets are particularly narrow considering it is a place of so much traffic. The market days are Wednesday and Saturday, the former the principal one. There are also two chartered fairs in the year, each lasting ten days. The population, from the government returns of 1831, was 19,155.

From Warrington the traveller will proceed till he arrives at that point of the Manchester and Liverpool line, called the

WARRINGTON STATION,

when turning short round to the right he will presently reach the

STATION OF THE NEWTON JUNCTION,

OR NEWTON BRIDGE,

a distance of $4\frac{3}{4}$ miles,

and thence continue onwards to Manchester, first however, we will give a concise history of this small and now extinct borough, extinct so far as its privilege of returning members to the British Senate is concerned. It is a chapelry situate in the parish of Winwick in the hundred of west Derby, nearly 5 miles north of Warrington. It is a borough by

prescription, and till the Reform Act passed, possessed the Elective Franchise from the first year of the reign of Elizabeth, and the number of its Electors was about 60. It is perhaps better to allow the departed dead to slumber in oblivion, when we cannot speak in terms of commendation, so let it be with this borough; it is gone to "the tomb of the Capulets," and its carousings, its quarrels, and its party strife, with its other election glories, are in all probability for ever over, 'peace therefore to its manes:' we proceed with the remains of our brief history. It possesses a parochial Chapel, dedicated to Saint Peter, a Free Grammar School, with an endowment of £50. per annum, and Sunday Schools, belonging to the Establishment, in which more than 400 children are educated. The principal manufactures of the place are fustians. Near to the town, is a place called Red Bank, where in 1648, a detachment of Cromwell's army defeated a party of Highlanders, engaged in the service of the King. The greater part of the prisoners taken in the action, were, it is said, hanged after the battle, in a field near the spot, which still bears the name of Gallows Cross. It has four Fairs during the year, for horses and horned cattle, but no market; it once had one, but it has long since been suffered to fall into disuse. The borough contains according to the last parliamentary returns 2139 inhabitants.

Starting from the Newton Junction, the traveller will pass on but a short distance, before he will arrive at the

PARK SIDE STATION,

which has obtained a lamentable notoriety, from the circumstance of its being the place where Mr. Huskisson met with his fatal accident. A slab of white marble let into the wall, contains a record of the event, and near to it a rail, which points to the precise spot where it occurred. A little further on the traveller will arrive at the

STATION OF THE WIGAN JUNCTION,

which is a Railway uniting the towns of Wigan, Preston, and the North, with Liverpool, Manchester, Birmingham, London, and the South. Proceeding onward, he will pass through the great Kenyon excavation, from which a large quantity of materials for the formation of the adjacent embankments was obtained, and at a distance of about 3 miles from Newton, is the

STATION OF THE BOLTON JUNCTION.

Being little here to interest, we continue our route, crossing the Brossley embankment, and arrive at

BURY LANE STATION,

distant from the last almost 2 miles.

Near to this, is the hitherto barren *Chat Moss*, over which it was doubted, whether a Railroad could ever be safely effected. This however has been done by an immense expenditure of money, time, labour, and art, and the road is now as perfect and durable as any part of the line.

Towards the end of this profitless Moor is the

BARTON MOSS STATION,

and about 3 miles further on the road, the train will reach the

STATION AT PATICROFT,

which is rather more than 5½ miles distant from Bury Lane, and about the same distance from Manchester. One mile and a half nearer the latter place, is the

ECCLES STATION,

which is situated in the hundred of Salford, and Archdeaconry of Chester. It was in this village, at the house of the Rev. Mr. Blackburn, to which he had been conveyed, that Mr. Huskisson expired, after the accident before alluded to: an event, which cast a damp over the general joy, manifested at the opening of the first Grand Railroad in England, and one too, which, by the success attending it, has established the fact of their utility and advantage. To the lovers of pastry, we should observe, that Eccles is famous for a certain sort of sweet cake, called 'Eccles Cake,' and not unlike the celebrated ones, made at Banbury in Oxfordshire. The next Station

CROSS LANE BRIDGE,

nearly 3 miles from Eccles, and the last, previous to arriving at Manchester, to which the traveller will in a few minutes be conveyed across the Irwell, into the Company's Yard.

MANCHESTER, the great centre of the cotton trade, is situated on the south eastern part of the county of Lancaster, 86 miles from London, 97 from Birmingham, and (by Railway) 32 from Liverpool. The river Irwell, which diffuses its benefits to the town, here receives the tribute of the Irk and the Medlock, and running for 7 miles below, flows into the magnificent Mersey. It may

with propriety, be deemed the manufacturing Capital of England; for it is unquestionably the largest strictly manufacturing town in the Kingdom, and perhaps, we may add in the world. Although commercially speaking, it is comparatively a modern town, it is yet a place of great antiquity, and is supposed to have been a Station long before the Roman Conquest, when it became a town. At the period of the Roman invasion, Lancashire was inhabited by the Brigantes; or according to Ptolemy, the Setantii, or Sistuntii. The Romans entered it under Julius Agricola, A. D. 79, *about the period* Titus was besieging Jerusalem, and effected a conquest of the country, as far North as the Clyde. In order to secure which, they fortified several Stations; among others Mancunium, (the present Manchester) was one, and built a Castle on the site of what is now called 'Castle-field.' After the Romans had left, the Saxons occupied this post; and a chief, who had fixed his residence on this spot, which had been formerly a summer camp of the Romans, built a mill to grind grain for his troops, on the fosse where Cateaton-street now stands; and Deansgate derives its name from the circumstance of the Dean, who was at the head of ecclesiastical affairs in this district, having at that time resided in it. It was subsequently called the Parsonage, and a few plots of ground, although now built upon, still retain the name. During the Commonwealth, the Lord Protector, Cromwell, issued a writ requiring the burgesses to return a suitable member to represent them in

parliament. It appears further, that this place had at that period the privilege of returning members annually chosen ; for in 3 years from 1654 to 1656 inclusive, there had been 3 separate elections, one in each year. The career of the Round-heads, however, closed, and on the restoration of the Monarchy, Manchester ceased to enjoy the elective franchise. In the second attempt, which the exiled family of the Stuarts made to regain the Crown of Great Britain, Manchester was greatly agitated, and on the 29th of November, 1745, the Prince Charles Edward, wearing a blue bonnet and a tartan dress, marched into the town, at the head of the rebel army, and took up his abode in Market-street, at the house of Mr. Dickenson, from which circumstance it was called the Palace. The Inn bearing that name stands on the same spot. The Prince remained in Manchester but two days, for on the 1st of December, he and his army left it, with colours flying, to pursue their journey to the South. The constables of that day, Messrs. Ogden and Bowker, were taxed with quiescence during the Rebellion, and afterwards arraigned at Lancaster, on a charge of high treason, but the jury pronounced a honourable acquittal. In the year 1722, it required 4 days to convey a letter from this place to London ; how wonderful the alteration, for in a short time (when the London and Birmingham line, shall be completed) we hope to see it effected, in twice as many hours. In 1737, exactly one Century ago, the first newspaper was established here, called '*The Manches-*

ter Magazine,' and sold with the Stamp, for three half-pence, by R. Whitworth. Now there are 6, each enjoying a circulation commensurate with the number and influence of their respective parties.

In 1750, an attempt was made to establish Hackney Coaches, here, but it failed; and the number of private Carriages kept by persons belonging to the commercial class, 10 years after that period, did not exceed three. In 1770, passengers leaving Manchester for Liverpool, only 36 miles, by the *Diligence*, at 6 o'clock in the morning, breakfasted at Irlam, dined at Warrington, drank tea at Prescott, and reached Liverpool at night. The same journey is now accomplished in one hour and a half.

Looking at the size and state of Manchester now, with its numerous dependencies, one is tempted to ask, what has produced so mighty and so magical a change. And we answer, science, art, and commerce. It is to the successive inventions of Hargrave, Arkwright, Crompton, Watt, and others, which have so astonishingly increased the extent of its manufacturing capabilities, that this prodigious increase must be attributed. Let those who behold nothing but unmitigated evil to the working classes in the establishment of machinery, look to Manchester and its neighbourhood, there they will see a practical refutation of their opinions. Only 60 or 70 years since, it was comparatively an unimportant town. Now, by the use of the vast powers of machinery, steam, &c. it is raised to its present

rank of commercial greatness. To call that injury and evil, which converts a small town into a large one, and at the same time betters the condition of the inhabitants generally, appears to be reversing the order of language and things.

It appears from authentic records, that a kind of woollen fabric was made in this place as far back as the year 1352; and about that period a great number of Flemish artizans, who had been invited into England by Edward the Third, the reigning prince, settled here, who by their skill and industry brought the woollen manufacture to a considerable degree of perfection. It was not, however, till 1750, that the cotton trade assumed any particular importance, but in ten years after that time, Manchester began to make cotton goods, not for home consumption alone, but for the Continents of both Europe and America. In the year 1781, two years before Arkwright's machinery for spinning and carding cotton by steam, was introduced, the weight of cotton wool imported into this country, was only 5,198,778lbs., but from that to the present period it has gone on, owing to the progressive improvements in the machinery and mode of manufacture, continually increasing, so much that in the year 1832, not less than 283,000,000 lbs. were imported, and the duty arising from the same amounted to £690,000. About four-fifths of the amount of the cotton business are said to centre in Lancashire, and so great is the extent of steam power exercised here, that it is now equal to 5,000 horse power, and finds employment for

more than 40,000 persons. Besides the manufacture of various articles of cotton, the linen and silk trades, in addition to the woollen cloth before mentioned, are largely carried on in Manchester. The silk trade has within the few last years increased so rapidly, that the beautiful textures wrought in this material, both by the French and Spital-fields weavers, are rivalled by the genius, talent, and industry of the artizans of this town. There is also a great extent of business carried on in the manufacture of hats, and it is well known, that what are called London hats, are principally made in Manchester and its neighbourhood. Umbrella making, and the articles comprehended under the term 'Manchester Small Wares,' employ many hands, and a considerable capital. Many chemical works, on a large scale, are carried on here; and in the vicinity are spacious mills for the manufacture of every kind of paper. Iron foundries and machine-making are also carried on to an extent, commensurate with the wants of the manufactures of the place. The steam engines employed in the manufacture of these latter alone, amount in the aggregate, to a power of 2,000 horses.

The edifices dedicated to religious worship, are very numerous, and many of them elegant. There are 23 Churches, and 3 Chapels belonging to the Establishment, and more than 50 to the various denominations of Dissenters. The collegiate Church, which is the parish one, was endowed by Thomas, Lord de la Warre, in the 15th century, and is a fine gothic structure.

The Dissenters and Catholics ranking according to the number of their Chapels, are as follows, Methodists, Independents, Unitarians, Catholics, Baptists, New Jerusalem Sect, Presbyterians, Scotch Church, Calvinists, Society of Friends, the Irvingites, and a Synagogue for the Jews. Most of these, whether belonging to the Establishment or the Dissenting bodies, have Sunday Schools attached, for educating the ignorant; and the arrangements of some of them are so good, and the mode of conducting them so admirable, that many individuals, unaided, except by these institutions, and the force of their own natural genius, have attained a degree of knowledge and science, that would be creditable to any of the great Seminaries with which this country abounds. The number of Sunday Scholars in Manchester is about 28,000, and gratuitous daily pupils more than 3,000. The Free Grammar School, which was founded by Hugh Oldham, Bishop of Exeter, who was a native of Oldham, only 7 miles distant, in the 16th century, has exhibitions to the university of Oxford.

The establishments existing amongst the Mechanics themselves, for ameliorating their condition during the period of sickness, are commensurate with the casualties and necessities of this great manufacturing town. And the Charitable Institutions for the relief of bodily and mental disorders, are too numerous to allow, in this work, more than a recapitulation of their names and situations. For information respecting their origin and present funds, we must refer the bene-

volent stranger to the places themselves. First in importance is the Royal General Infirmary, Dispensary and Lunatic Asylum, fronting Piccadilly; besides which are the Pendleton and Stafford Dispensary, Bank Parade; the Houses of Recovery, or Fever Hospital, Aytown-street; Lying-in Hospital, Stanley-street, Salford; Institution for the cure of diseases of the Eye, Faulkner-street; Female Penitentiary, Rusholm Road; the Sick Hospital, 16, Bond-street; and the Chorlton and Medlock Dispensary: there is also the Humane Society, whose receiving Houses are the Lying-in Hospital, the Pendleton and Salford Dispensary, mentioned before, and the Ardwick and Ancoats Dispensary. Among the Charitable Institutions, we must not omit to notice the highly interesting and valuable one, for the Deaf and Dumb, established in 1825. There are generally about 50 children of both sexes, receiving instruction in this institution. It is one which recommends itself to the sympathy of every right minded and liberal individual; besides these, which do credit to the benevolent spirit of the town, Manchester abounds with others, which, though different in their character, are in their respective objects equally beneficial: among these are the Literary and Philosophical Society; the Royal Manchester Institution, for the exhibition of Paintings, situate in a superb building in Mosley-street, the admission to view which, is either by the payment of one shilling, or by an order from a subscriber. The Society for the Promotion of Natural History, possesses a valuable Museum,

to which Ladies residing in Manchester, and Gentlemen more than 10 miles distant, are admitted by a subscriber's order. The Royal Botanical Gardens, situate in the Stretford Road, may also be seen by the stranger, with an order from a subscriber. To these must also be added, the Libraries, which are numerous and well furnished, and the two Mechanic's Institutions, both of which are in a very flourishing condition.

The public buildings devoted to the purposes of trade and commerce, are, the Exchange, situate at the bottom of Market-street, with a News Room, to which strangers are admitted by a subscriber's order; the Post Office, entering from Exchange-street, forms part of this structure; the Town Hall, a magnificent building, in King-street, is greatly admired, and is open for the transaction of municipal and public business. The Town Hall of Salford is also a handsome stone edifice; the upper part contains an elegant suite of Assembly Rooms, and the lower is used as a Market for the inhabitants. There are two Cloth Halls in Salford, for the sale of Yorkshire Cloths; and a Corn Exchange, in Hanging Ditch, for the accommodation of corn brokers and dealers.

Manchester possesses two Theatres; one, the Theatre Royal, in Fountain-street; the other, the Queen's Theatre, in Spring Gardens. The other places of public amusement, are, the "Assembly and Billiard Rooms," situate in Mosley-street, and the Concert Hall, in St. Peter's Square; besides which, we may notice the Public Baths, which at once afford pleasure,

and conduce to health. Horse Races are annually held at Whitsuntide, on Kersall Moor, which continue for three days. A triennial Musical Festival was commenced here in 1828, the profits of which are distributed among the various charitable institutions of the town.

Among the great alterations and improvements which have taken place in Manchester, perhaps none is more conspicuous than those made in Market-street. It was formerly narrow and inconvenient, and bore the name of Market-street lane; now it is one of the finest streets in the county. The principal streets are Macadamized, and the introduction of gas and water works must be of decided advantage to the inhabitants: of the former, gas, in Salford and Manchester, which may always be considered as forming, one town, there are two establishments, and of the latter there are three.

The municipal government of the town is conducted by a boroughreeve and two constables. The principal business of the former is, to preside at public meetings, and the duty of the latter is, to see to the punctual execution of the police duties. A magistrate, who is a barrister, appointed by Government, sits daily to administer justice, and is generally assisted by one or more magistrates. The parochial concerns of this vast manufacturing town are great, as might be expected from so dense a population; and the Workhouse is a large and spacious building, erected in 1792, upon a piece of high ground, near the confluence of the Irk and the Irwell. Sundry Courts are held in

Manchester, for the recovery of small debts up to £10. These may not be models of perfection, but still, it would be well if such were extended to every place in the country; and it must be matter of surprise to foreigners, that among the reforms urging forward at the present day, in great and commercial England, law and justice should still have to be paid for so dearly, as in many cases, to amount to a prohibition and a bar to their attainment.

The markets of Manchester are held every day in the week; but the principal ones are Tuesday, Wednesday, Thursday, and Saturday, at their respective places, in Bridge-street, Shudehill, London Road, Brown-street, Smithy door, the New Fish Market, in Market Place, and the Town Hall, in Salford, all which are amply supplied.

The population of Manchester and Salford, with their suburbs, and the entire parish, with its various townships, was, according to the census of 1831, 279,398; compared with the date of 1801, it shows an increase of 158,633 inhabitants. Notwithstanding this immense population, the town of Manchester sent no representatives to Parliament from the period we have before noticed, till the passing of the Reform Bill. It made, as might have been expected, many efforts to obtain the privilege which was enjoyed by the insignificant borough of Newton. Perhaps the most memorable one was attempted in August, 1819, in St. Peter's Field, now popularly called Peterloo. A vast assemblage of persons, headed by the late

celebrated Henry Hunt, met, as they conceived, under the protection of British laws, when a body of yeomanry were let loose upon them, to disperse them, and in the encounter eight persons lost their lives, and nearly five hundred were wounded. The Reform Bill, in conferring the elective franchise, gave to the town, jointly with Salford, the privilege of returning two members to the Senate.

The Post Office regulations will perhaps be best learned on application at the Office, as so many alterations have to be made, on account of the formation and completion of the different railways.

The Inns, Hotels, and Coach Offices, are as follow; and for the same reason as above, we recommend application to the different Offices, for correct information. Those situate in Market-street are, the Eagle, Palace, Peacock, Swan, Talbot, and the Commercial; in Dean's Gate are, the Star, Bush Inn, and the Golden Lion; in Mosley-street are, the Mosley Arms, and the Royal Hotel (the mails start from here;) in St. Ann's-street is the Buck and Hawthorn; in Whittle Grove, the Swan; and in Liverpool Road, the Railway and Commercial Hotel.

Having now finished the description of Manchester we re-commence at the Warrington and Newton Junction, and conduct the traveller from thence to Liverpool.

Starting from the Bank Quay branch, he will proceed westerly, and passing the Sankey Viaduct, which is a fine architectural structure of 9 arches, 50 feet span each, and the embankment close adjoining, 70 feet above the level of the

country around. To the north of this, a beautiful view is obtained of the Newton Race Course, and Stand, also Burton Wood, and the Sankey Canal (the first cut in England) on the south. At the end of this embankment is the Station of
COLLIN'S GREEN.

On leaving which, the Train proceeds with a particularly smooth and easy motion, resembling that of a boat on the water, across Parr Moss, the township of which was the property of Catherine Parr, Wife of Henry the 8th, and arrives at

ST. HELEN'S JUNCTION STATION,
 a little beyond which, the road is crossed by a handsome bridge on the Branch Railway from St. Helen's to Runcorn Gap. This Station is situate at the bottom of the Sutton inclined plane, and an engine is kept here to assist the Trains to the end of the Rainhill Level, or

LEA GREEN GATE, SUTTON STATION.
 It was between this Station and the next,

KENDRICK'S CROSS,
 that the carriages contended for the £500 prize, offered by the Company, which was gained by the Rocket, built by Mr. R. Stephenson. From this, crossing Rainhill Bridge, with its span of 84 feet, and Whiston and Huyton Embankments, the traveller will pass in succession, the

HUYTON, ROBY LANE, AND BROAD GREEN STATIONS,
 on which portion of line are many interesting views, and seats of the nobility and gentry. From the last named Station, the Train will speedily begin to ascend another inclined plane, and

at about the distance of a mile, it will arrive at the OLIVE MOUNT EXCAVATION, which in some places is so deep as to be 70 feet below the surface of the field above. This excavation presents the appearance of an immense chasm wrought by the hand of nature, rather than that of man. Three quarters of a mile from thence is the

WAVERTREE LANE STATION,

the last, before the traveller will enter Liverpool. From Wavertree, the distance is so short, that in a few minutes more he will find himself passing the Tunnel, and arrived at the New Station, in Lime-street. To obtain a just perception of the magnitude of this, and the other tunnels, a person *must* see them for himself; indeed we write rather with a view of calling the attention of the passenger, than with any expectation of conveying an adequate idea to the minds of those who merely peruse these observations. This one is 2230 yards long, 25 feet wide, and 17 feet high. There are other Stations in Liverpool besides this, connected too with their respective tunnels leading to the open country, as Crown-street, now used principally for the conveyance of coals. Another communicates with the Company's Station at Wapping, through which is conveyed general merchandize, 2250 yards long, 22 feet wide, and 16 feet high. Besides which is another smaller one, formerly used by the carriage trains passing between Manchester and Liverpool, 291 yards long, 12 feet wide, and 15 feet high. At the head of these tunnels is an Area,

in which is kept the Stationary engines, used to draw the carriages up the inclined planes of the several tunnels.

Having now brought the traveller the whole distance from Birmingham, we shall proceed to give a brief history of the wonders of this interesting town.

LIVERPOOL, the great rival port of London, is in the hundred of West Derby, situated near the mouth of the river Mersey, which opens to it an easy access to the Atlantic Ocean. It is 205 miles north west of London; 212, south of Edinburgh; 220, south south east of Glasgow, 120 miles east of Dublin; 105, east of Holyhead by Land, and about 80 by Sea; 75, south east of Douglas, (Isle of Man,) and 53, south by west of Lancaster. The early history of Liverpool, presents little worthy of interest, or notice. It is not mentioned in Domesday Book, for, although now possessing such immense wealth, and so vast a population, it was till the year 1699 so insignificant a place, that its parochial dependence was on the parish of Walton, 3 miles northward, now become one of its suburbs. Much discussion has taken place respecting its etymology; some contend that it derives its name from a bird, called the Liver, which used to frequent the river, but unfortunately, for this supposition, although the Corporation has adopted it, as evidenced by its Signet; this bird, like the Phœnix, has only a fabled existence: others affirm with greater probability, that it takes its name from a weed, found on the Sea Coast, called Liver, and known in the

west of England by the name of Laver. It has been variously written; Camden spells it Lirpoole and Litherpoole: Leland, Lyrpole and Lyrpoole: Dr. Enfield, Lerpoole and Leverpoole, and others, Lirrpole and Lyverpool. This last mode of spelling appears to have immediately preceded its present.

In the year 1565, it contained but 138 Houses, 223 tons of Shipping, and in a petition to Queen Elizabeth, the inhabitants of that day, style it 'Her Majesty's poor decayed town.' Notwithstanding its smallness, Liverpool was one of the privileged places returning members to parliament for a long time antecedent to the period just named; but from the 25th year of the reign of Edward the First, till the reign of Edward the Sixth, there was a cessation or suspension of such privilege; and in the reign of the last mentioned Monarch it is recorded, that the electors allowed their representatives two shillings per day for the maintenance of their rank and station.

According to Camden, a Castle was built here in 1076, by Roger de Poitiers, but others maintain it to have been of much more recent origin. It was however dismantled in 1659, and in 1721 razed to the ground, and St. George's Church erected on its site. It suffered a good deal during the wars of Charles the First and his Parliament, for its attachment to the latter. During the insurrection of the north in behalf of the exiled James, the inhabitants supported the present Dynasty, and in 1745 they raised several regiments to oppose the Pretender. In the war

against revolutionary France, they also equipped within 12 months from its commencement, 120 privateers, carrying altogether 1986 guns, and 8754 seamen. To turn to a smaller matter, it is ascertained, that the instrument called the 'Cuck-Stool,' for the punishment of scolds, was in existence in this parish, in the year 1695. But it cannot now be learned whether the ladies have so much improved as to render such cooling correction unnecessary; or their lords, from a principle of shame, have abandoned a punishment so degrading to those, who, scolds though they may be, are in their persons, the representatives of the fairest, and most lovely portion of creation: certain it is, the practice has fallen into disuse.

Liverpool carries on a trade to most parts of the world, and is a Depot for the produce of America, and the East and West Indies. Its trade with Ireland is also of vast extent, and must be of great advantage to that portion of the United Kingdom. Its communication with Scotland by steam, is commensurate with the wants of the two countries. The increased and constantly increasing trade of this port, required the formation of a number of Docks, evidences of the wealth and perseverance of the Liverpool Merchants; a list of which we insert:—The Clarence, Waterloo, Victoria, Trafalgar, Prince's, George's, Canning, Salt House, King's, Queen's, Brunswick, and the Duke of Bridgewater's, besides Graving Docks, and Basins. The Duke's Dock is private property, and presents the only obstacle the Dock Trustees have, to forming continuous Dock com-

munication through the entire length of the town. The Post Office, always a place of interest and importance, particularly in so commercial a town as this, is at present in Church-street, but for its regulations we refer, as in the case of Manchester, and for the same reasons, to the Office itself. The public buildings, for commercial and other purposes, are the Town Hall, and Exchange, in which is a News Room, the Borough Sessions House, situate at the end of Castle-street, the Corn Exchange, Brunswick-street, and the Custom House, bottom of Pool Lane, near south Castle-street. In the area of the Exchange building, is a monument of bronze, to the memory of the late gallant Nelson, erected by subscription, modelled by R. Westmacott, Esq. R. A. We confess we are of the number of those who admire it, for its execution, rather than its design. Another subject, from the hand of Westmacott, is a statue of George the Third, situate in the London road. The markets are numerous, equal to any in the kingdom in point of size, utility, and appearance, and inferior to none; they are St. John's, St. James's, the North Market, the Islington, and the Cattle Market.

Liverpool has four established Theatres, viz: the Theatre Royal, the Liver, the Royal Amphitheatre, and the Queen's Theatre, or Circus, besides a minor one, called the Sanspareil. The other places of amusement are, the Wellington Rooms, the Rotunda, Billiard and Card Rooms, and St. Ann's Saloon, for Music and Dancing. Among the places of amusement in the town, may be

reckoned the Zoological and Botanical Gardens; tickets of admission may be obtained gratuitously, at the different Hotels. The visitor however, as in London, pays one shilling for admission. The Baths both for pleasure and the recovery of lost health, are the New Baths on the West side of St. George's Dock; Sadler's Bath, Hanover-street; the Floating Bath, moored in the summer time off the Prince's Parade, and the celebrated Whitlaw's Medicated Vapour Baths, Renshaw-street.

The places of worship in this town, are 24 Churches belonging to the Establishment, 5 Chapels belonging to the Roman Catholics, 2 to the Unitarian body, 6 each belonging to the Independents, the Wesleyans, and the Baptists, 5 Scotch Churches, a Friends' Meeting House, and a Jews' Synagogue. At these places of religious worship, many of which are beautiful specimens of architecture, man is taught how to live and to prepare to die, and after he has closed his mortal career, his remains may repose in either of the Cemeteries adjoining the town. Most of these have schools attached to them, intended for the benefit of the rising generation, to snatch the youth from the contagion of vice, and train him in the ways of virtue. Here too, as in the other places we have noticed, the Mechanics have established an Institution, which is, we understand, in a highly flourishing condition. The Charities of Liverpool are so numerous and extensive, as to apply to every case of suffering humanity; we regret that our limits prevent a more ample notice of

them. The newspapers published here are 10 in number, varying of course in interest, some being purely commercial, others political and literary, all however, are conducted with ability, and some of them of a brilliant kind. The different News Rooms to which visitors can gain ready access, and the Libraries and Literary Societies, together with the many different places of interest, we have partially noticed, combined with the urbanity of the inhabitants, and the natural beauty of the country to the east and north, and the opposite shore of the Mersey, in Cheshire, will always render Liverpool a place of great attraction to the stranger.

Steam Packets leave this port daily for Dublin, Belfast, Londonderry, Newry, and other parts of Ireland; for Greenock and Glasgow, Wales, and the West of England. The offices are in Water-street, Strand-street, Redcross-street, and Goree, but the major part are in the first named street. The names and offices of the Agents for the Foreign Packets, are, for New York, Messrs. William and James Brown, and Co.; Messrs. Roskill, Ogden, and Co., Chapel-street; Messrs. Cray, Fletcher, and Co., Brunswick-street. For Philadelphia, Messrs. Fitzhugh, and C. Grimshaw, Goree; and Messrs. William and James Brown, and Co., Chapel-street. For Boston, Messrs. Baring, Brothers; Messrs. T. I. and D. Thornley, and Co., Goree; Messrs. Humberston and Co. George's Dock. Messrs. Maury, Latham, and Co., Exchange Buildings.

The stranger, who is simply on a visit of plea-

sure, may, if fond of aquatic excursions, have pleasant trips, either across to the Cheshire coast, or up and down the river, at the moderate charge of from three-pence to six-pence. Or if it be his intention to remain here any considerable length of time, he may, if he choose, make agreements with the proprietors of the Steam Packets, crossing to the Cheshire side, as well as with those of the Welch Steamers, either by the week or the month, by which a saving will be effected,

Liverpool is well supplied with inns, hotels, and places of public accommodation. The following are some of the principal: the Adelphi, Albion, and Waterloo, Ranelagh-street; the Bull, Castle, Feathers, Neptune, and Union, Clayton Square; the Commercial, George, and Royal Hotel, Dale-street; the King William the Fourth, the York, Williamson Square; and the King's Arms, Castle-street. The following have also post or coach offices attached; the Angel, Wellington, Saracen's Head, Saddle, White Horse, and the Golden Lion, all in Dale-street; the Eagle, and the Boar's Head, Water-street; the Feathers, and Dodd's, James-street; and Morgan's, Fenwick-street.

Liverpool cannot be considered as a great manufacturing town; nevertheless there are many sugar refineries, soap, copperas, and other chemical works, with several breweries and some iron foundries, steam engine and anchor manufactories. The manufacture of watches and chronometers is carried on here to great extent, and it is estimated that more than two thousand persons are employed in this branch. There are markets

held every day, but the principal ones are Wednesday and Saturday. And there are two annual fairs, the former on the 25th of July, and the latter on the 11th of November, at which a singular custom prevails. Ten days before the commencement of each fair, during its continuance, and for ten days after, a hand is suspended in front of the Town Hall, indicating protection; during the whole of this period, no person coming to or going from the town, on business connected with the fair, can, by a borough process, be arrested for debt.

Before the Reform Bill passed, the elective franchise was vested in the free burgesses, in number about 4000. The franchise was increased under that act; for at the election in 1832, the number of voters who polled was about 5700. This is a small number compared with the number of the inhabitants, for according to the census of 1831, they amounted to 165,755 exclusive of Toxteth Park, Overton, Kirkdale, Harrington, Edge Hill, and Low Hill. All these places are now joined, and its present population may be fairly computed to be upwards of 200,000.

Liverpool is a corporate town, governed by a Mayor, two Bailiffs, Recorder, 16 Aldermen, 48 Councillors, a Town Clerk, and various subordinate officers. The Mayor is elected by the Council annually. The Reform Bill continued of course the right to return two members to parliament, and constituted the Mayor and the two Bailiffs, the returning officers. We now return to

BIRMINGHAM, which is to become the great centre of Railway communication between

every portion of this great country, and to be the means, not only of consuming, but of distributing the wealth of the world into the different parts of the island, is situated nearly in the centre of England, on the north western extremity of the County of Warwick, 110 miles north west of London; and is decidedly, so far as variety is concerned, the most celebrated manufacturing town in the kingdom, perhaps in the world. According to the census of 1831, this town, including the parishes of Aston and Edgbaston, contained at that period, 146,986 inhabitants, being very nearly twice the number there were 30 years before. In the year 1690, only 147 years since, the town contained but 4000 people, thus evidencing in the most satisfactory manner, the influence of industry and ingenuity in causing a progressive increase of population. Although, nationally speaking, Birmingham was of little importance till within the last century, it is yet a place of great antiquity. Dugdale supposes the name to have been given by the planter, or owner, in the time of the Saxons, but Hutton considers it to be much older, indeed he affirms that its name is too remote for certain explanation. It is called in Domesday book, Bermengeham, and is thought by some antiquarians, from its situation near the 'ICKNIELD STREET,' to have been the *Bremenium* of the Romans. During the last four centuries, it has been variously written *Brumwycheham*, *Brummagem*, and *Burmyingham*, and even so late as the 17th century was written *Bromicham*. Although it is generally admitted to have been a *town of some importance* prior to the Roman

invasion, yet few incidents worthy of record took place until the reign of Charles the First. Clarendon reproaches the inhabitants of that day, with disloyalty to their Prince; certain it is that in the civil wars of those times, they embraced the cause of the parliament; and the day after the king had left the town, which he passed through on his march from Shrewsbury, they seized his carriage containing the royal plate and furniture, and conveyed them to Warwick castle. In 1643, Prince Rupert being ordered by the king to open a communication between Oxford and York, found considerable resistance from a detachment of the Parliamentary troops, assisted by the inhabitants, who stationed themselves at Camp Hill, in the angle which divides the Stratford and Warwick roads. The Parliamentarians were driven back, and a running fight continued through the town. During this engagement, the Earl of Denbigh, a volunteer under the Prince, was killed; and on the other side, a Clergyman, who had acted as governor, and animated the troops of the Parliament, was taken prisoner, and after the battle, killed at the Red Lion Inn. The Prince provoked at the opposition he met with, set fire to the town. He is said to have commenced this work of devastation near to the spot now No. 12, in Bull-street. The inhabitants in order to prevent further suffering, payed a heavy fine, partly in shoes and stockings for the use of the King's forces. On the 14th of July, 1791, a party of the Reformers of those days of various religious denominations, having met at the Royal Hotel to celebrate the anniversary of the

French Revolution, an uneducated mob, instigated it is feared, by those who knew better, attacked the house, broke the windows, and then proceeded with the cry of 'Church and King' to burn down the two Unitarian Meeting Houses, as well as several private residences. Among others was the house of the venerated Priestley, a name dear to science and to virtue, with his library, philosophical apparatus, and manuscripts; and that of John Taylor, Esq., father of James Taylor, Esq., the Banker. The latter gentleman's residence, Bordesley Hall, was suffered to stand for many years the ruin they had made it, a monument of the ignorance and bigotry of that time. The mob continued their lawless proceedings for some days, drinking, burning, and destroying; but on hearing that the military were coming from Oxford and Hounslow, these cowardly assailants, who were strong only while they knew their victims to be weak, silently mouldered away. Four of the ringleaders, were convicted at the ensuing Assizes, and two suffered the penalty of the law. Shortly after this stain, on the otherwise fair escutcheon of Birmingham, the present Barracks were erected in Vauxhall Road. Since this period, which all parties now deplore, the 'Schoolmaster has been abroad,' and the conduct of the people has been characterized by peace, order, and an attention to the rights of others, the very reverse of what it then was.

The air of Birmingham, is naturally healthful and salubrious, and as no part of the town lies flat, the showers, as they fall, promote both cleanliness and health, by removing obstructions: add

to which, the town is one solid mass of dry reddish sand, so that the vapours which in other places, ascend to create disease among the inhabitants, are here carried away through the pores of the sand. The opinion long entertained of the salubrity of the town, obtained striking confirmation during the existence of the cholera, which though most fatal in Bilston, distant only about 10 miles, and between which place and Birmingham constant communication was kept up, only about seven decided cases of cholera were reported by the board of health, all of which were proved to have been imported. The immense quantity of vitriol used in the manufactories, is considered to have a purifying influence upon the atmosphere, and to destroy malaria, fevers of a severe character, rarely occurring in Birmingham.

On calculating the average number of interments, for 6 years, ending 1801, the mortality was found to be only as 1 to 59, whereas in London, it was as 1 to 31, and in Manchester, as 1 to 37.

The Baths situate at Lady Well, are considered one of the most complete sets in the Kingdom. Accommodation is at all times ready, either for hot or cold bathing, for immersion or amusement. In the Western part of the town, great improvements have been made, by the opening of new and handsome streets, in one of which (Bennett's Hill) are the public News-Room and Library, a very elegant and commodious building, Three Banking establishments, and the Norwich Union Fire Office. At the bottom of this street stands the Post Office, a building well adapted and eli-

gibly situated for the convenience of the public. In New-street, and directly facing the bottom of Bennett's Hill, is the Theatre. It was first erected on this spot in the year 1774, at a cost of £5660; in the month of August, of the same year, it was burnt to the ground, by the act of incendiaries it is supposed. Four years after, another was erected on the same site, at an expense of £14,000, which by accident, shared the same fate in 1820, this was however soon after rebuilt with additional splendour. The streets and shops are lighted with gas, made in the town, and also at the Birmingham and Staffordshire Gas Works, at West Bromwich. The town is also well supplied with water, by pumps and by the establishment of a Water Work Company. At the end of Paradise-street, opposite the end of New-street, stands the Town Hall, opened in 1834, and considered by all judges of architecture, to be as chaste and magnificent a building as any erected in modern times. The interior length of the 'Grand Hall,' is 140 feet. The exterior walling and columns are built of Anglesey Marble, which is of peculiar hardness, and is whiter and more durable than the finest granite. The Organ which decorates the inside, was built by Mr. Hill, of London, and is said to be the finest in the world. The new Royal Medical School, situate in Paradise-street, nearly opposite the Town Hall, which was opened in 1834, contains the most valuable Museum of Anatomical and Natural History subjects in the Kingdom, with the exception of Surgeons' Hall, London. The students are numerous, and have the advantage of the Lectures delivered during

the Session, on every subject connected with their art. A handsome and appropriate building in the Corinthian style of architecture, for the exhibition of Paintings by Native Artists, and other works of Art, was erected some few years since in New-street, by the Society of Arts. There is also a Philosophical Institution in Cannon-street, where Lectures are given during the Winter Season. At this Institution also, through the judicious kindness of the Society, Lectures are delivered to the students and members of the Mechanic's Institution, on subjects comprising the whole circle of the sciences. The Museum of Natural History, in Temple Row, the collection of subjects was made by Mr. Weaver, contains many thousand specimens, some of which are eminently curious, and interesting to the man of science. The New Market Hall, situate in High-street, the first stone of which was laid in January, 1833, is an elegant building, erected by the Commissioners of the town, and designed and executed under the direction of Mr. Charles Edge. This magnificent pile, which is built of Bath stone, is one of the most complete Market Halls in the Kingdom, and a splendid addition to the architectural beauties of the town. In the market-place, just below the Hall, stands a statue of Lord Nelson, in Bronze, on a marble pedestal, finely executed by Westmacott, at an expense of £3000, raised by subscription among the inhabitants.

The principal management of the municipal concerns of this great town, is vested in the Commissioners elected for life, under the Act obtained in the year 1828. The county Magistrates hold

petty Sessions for the division, at the Public Office, each Monday and Thursday; and a Court of Requests for sums not exceeding £5. takes place every Friday, before the Commissioners of that Court. The town is governed by a High and Low Bailiff. The High Bailiff inspects the markets, and presides at all Public Meetings convened by himself. The Low Bailiff presides at the Court Leet, which annually appoints the successors, together with two Constables, Headborough and other inferior Officers. The local administration of Birmingham, is perhaps the cheapest in the country, its whole expense does not exceed £600. It enjoys all the privileges of a village, free from the restriction of a corporate body, and is consequently open for any person to settle in it. The Reform Bill conferred the elective franchise upon Birmingham, and it now sends two members to parliament. The limits of the borough comprise Birmingham and Edgbaston, and the several townships of Bordesley, Duddeston, with Nechels and Deritend.

Soon after the Revolution in 1688, the manufacture of fire-arms was introduced, and continued to flourish until the close of the late war, during which the Government contracts for muskets alone generally averaged 30,000 per month. The manufacturing of swords and army accoutrements is still carried on to a considerable extent, as well also, as fowling pieces, which under a heavy penalty are all subjected to a powerful proof, thereby affording to the purchaser all the security which can be effected. No certain period can now be fixed for the introduction of the

manufacture of buttons, but it has continued to flourish in every variety, from a remote period, and is still a source of employment to thousands. The other principal branches of manufacture are those of light and heavy steel goods, here called toys, gold, silver, and plated wares, trinkets, jewellery, and fancy articles of every kind, in the gilt toy trade; japanned and papier machié ware, machinery and steam engines, on every known principle. The manufacture of steel pens, for an article so recent and minute, is here carried on to an incredible extent. There are many iron and brass founderies, metallic hot house manufactories on a large scale. Rolling mills of great power, worked by steam, and glass cutting, modelling, die sinking, and engraving, have been brought to a perfection almost unrivalled. The greatest manufactory of this place, and perhaps the most celebrated in Europe, is that of the Soho, at Handsworth, near Birmingham, the property of Messrs. Boulton and Watt, who have advanced certain pieces of mechanism and productions of art, to a state of excellence that has excited the admiration of nations. A coining mill was erected here in 1788, which has since been improved, so as to work 8 machines, and is now capable of striking between 30,000 and 40,000 pieces of money in the space of an hour. The penny pieces still in circulation were coined at this mint. Nor must the manufactory of George Richmond Collis, Esq., (lately Sir Edward Thomason,) in Church-street, be overlooked, as it forms one of the chief attractions to the stranger in Birmingham, not for its exterior appearance, but for its internal dis-

play, which consists of every thing to delight the eye, and gratify the most refined taste. The model in Bronze, of the Warwick Vase, is justly admired, and is a splendid example of what talent, industry and perseverance can accomplish, (see address Card). Several other Shew Rooms, exhibiting a rich display of fancy goods, are worthy of the stranger's visit. Among these are Messrs. Jennens' and Betteridge's, Constitution-hill, for Japan Papier Machiè Ware, and Messrs. Rollason and Son, for China and rich cut Glass. Under the authority of an Act of Parliament, an office is established here for assaying and marking gold and silver plate, made in Birmingham, and within 30 miles of it. The office is in Little Cannon-street. We must not omit to direct the stranger's attention to Bindley's Repository, formerly Beardsworth's, for horses and carriages; it is an establishment of unequalled magnitude.

It may not be improper to notice here, the different Inns and Posting Houses, in the town, which are conducted on a scale and in a manner equal to any in the Kingdom. The Family and Posting Hotels, are the Swan, the Royal, the New Royal, and the Hen and Chickens. The Commercial and Posting, are the Stork, Albion, Castle, George, Nelson, White Hart, Union, and Saracen's Head. We must not omit to notice the excellent Tavern and Gardens, which though last mentioned, are not least in attractive qualities, situate at Vauxhall, nearly adjoining the Company's temporary Station. We may also mention

or the information of those who prefer, during their temporary sojourn, to enjoy the quiet of a private residence, that such may be obtained at Mesdames Puddicombes' private Commercial Hotel, No. 3, Colmore Row, nearly opposite the Blue Coat School. A similar establishment is conducted by Mr. Jones, Union Passage. Omnibuses and Coaches are always in readiness at the Stations, to convey the traveller to either of the above, or to any part of the town.

Prior to the year 1715, Birmingham comprised only one parish, St. Martin's, and for all civil purposes is still so considered, but since that time, it has been divided into several districts. St. Martin's Church is near the Market Hall, and is a very ancient structure, with a beautiful spire. Hutton supposes it to have been erected in the 8th century, originally built of stone, but now cased with brick. Its interior contains many old effigies, and is much admired for its clean and neat appearance. St. Philip's Church, enclosed on the one side by Temple Row, and on the other by Colmore Row, is a handsome building, in the Grecian style of architecture, combining the Corinthian and the Doric Orders; with a tower, supporting a dome and cupola, having a peal of ten musical bells. The Church-yard occupies 4 acres of ground, and is laid out in walks shaded by rows of trees, and the whole enclosed with iron palisading; it is considered one of the finest Church-yards, to be met with in any large town, in the Kingdom. It stands on the highest ground in Birmingham, and the stranger may if he chooses,

ascend to the cupola, where he will obtain, not only a view of the town, but also of the country around, as far as the eye can reach. The other Churches are, Christ Church, at the top of New-street; St. George's, Upper Tower-street; St. Thomas's, Bath Row; all fine and handsome buildings, in their different styles of architecture. The Chapels of Ease to St. Martin's Church, are St. Mary's, St. Bartholomew's, and St. Paul's, with a beautiful painted window of the conversion of St. Paul, by Eggington, all situate in the squares of their respective names. St. Philip's has one Chapel of Ease, St. Peter's, in Dale End, which was nearly destroyed by fire in 1831, and is now in a course of refitting. There are besides, Holy Trinity Chapel, Bordesley; St. John's Church, Deritend; and St. James's Chapel, Great Brook-street, near the Vauxhall Station: the latter is a Chapel of Ease to Aston. The other places of worship comprise a great number of Chapels belonging to the different sects of Dissenters: a Scotch Church; 2 Roman Catholic Chapels; a Meeting-house for the Society of Friends, four Unitarian Meeting-houses, and a Synagogue for the Jews. Near to Key Hill, on the northern side of the town, is a very extensive Cemetery, intersected with walks, with a plain and handsome building, for the performance of the religious rites connected with the last sad duties to be rendered to departed friends. Amongst the Charitable Institutions, that ranking as the most important, is the General Hospital, a spacious and convenient building, capable of accommodating a great num-

ber of patients within its walls, and a still greater number are relieved, as out patients. It is situate in Summer Lane, and is well support-ed by an extensive patronage. The profits arising from the Triennial Musical Festival, held in Birmingham, and which will take place this year, 1837, in the Town Hall, are applied to the benevolent purposes of this Institution. There are besides, an Infirmary in Lichfield-street, adjoining the Poorhouse; an Institution for curing diseases of the Eye, in Cannon-street; a Dispensary, second only in importance to the Hospital, in Union-street; an Institution for instructing the Deaf and Dumb, Edgbaston; a Magdalen Asylum, Islington, and also an Asylum for the Infant Poor, Summer Lane, where the children are instructed in Pin and Lace making: and there are Alms' Houses, in several parts of the town, founded under valuable trusts, for poor widows and others of the necessitous, and respectable poor.

Among the scholastic establishments, the most ancient is the Free Grammar School, in New-street, founded by Edward VI., and endowed with the Guild of the Holy Cross, which occupied the site of the present School prior to the dissolution. The endowment arising from land produces now, owing to its having been let on building leases, from 8 to £10,000, which will be considerably increased on the expiration of the same. Originally it amounted to only £30. per annum. New School premises on a very extensive plan, are just completed from designs of Mr. Barry, of London, which combine con-

venience with architectural beauty. The Blue Coat School, situate in St. Philip's Church-yard, was originally founded in 1724, for the education, clothing, and maintenance of 22 boys, and 10 girls. Its funds having been increased, it was enlarged in 1794, and there are at present 130 boys and 60 girls, in this establishment. A similar School situate in Park-street, for the children of Dissenters, was established in 1762, in which 48 girls are now clothed, boarded, and educated. The Lancasterian, National, and Infant Schools, are chiefly supported by subscriptions, and are under excellent regulations. Besides all these, almost all the religious establishments of every sect, have Sunday Schools connected with them.

For the benefit of the reading public of Birmingham, there are two large public Libraries, viz. the Old and the New, and another which though public, is much smaller, the Artizan's, an Institution which has, it is hoped, kindled the dormant torch of intellect in many of the youth of the town.

The parish of Edgbaston, the property of Lord Calthorpe, is covered with suburban villas belonging to different merchants and manufacturers of Birmingham. In this parish also is situated the Botanical Gardens, which the stranger who feels any gratification in beholding the productions of nature, will be delighted to see. The hall, now occupied by Dr. Johnstone, was, during the civil wars, garrisoned by the Troops of the Parliament. In this parish, near a tall octagonal building called

Thursday, and Saturday;
principal one; there is also a
straw held on Tuesday. There
at Whitsuntide and the other
latter is called Onion fair, from
brought for sale. Before coming to
this interesting town, we must
recommend to the attention of the
the Monument erected in and
Handsworth Church, to the
James Watt, Esq., the great
engine. It is from the chiseled
splendid specimen of the science
equal credit to the honoured
of the artist who produced it.
not regret his visit to this spot
secrated by the illustrious one.

Having now closed our
Birmingham, but also of the
Railway; we cannot do better
er to the following addresses

HEN AND CHICKENS

Hotel,

NEW-STREET, BIRMINGHAM.

ROYAL MAILS & *FAST* POST COACHES
TO EVERY TOWN IN THE KINGDOM.

Amongst the numerous celebrated conveyances from this
Office, will be found

The Oxford Day,.. ..	at $\frac{1}{4}$ before 12, A.M.
The Courier,	$\frac{1}{2}$ past 7, —
The Tantivy, to Oxford and London,	at $\frac{1}{2}$ past 8, A.M.
The last Royal Mail, to London,	.. $\frac{1}{2}$ past 11, P.M.
The Royal Mail, to Sheffield,	.. $\frac{1}{2}$ past 5, A.M.
The Telegraph, to Sheffield and Leeds, ..	$\frac{1}{2}$ past 8, —
The Mercury, to Bath	$\frac{1}{2}$ past 8, —
The Alert, to Cheltenham	$\frac{1}{2}$ past 2, P.M.
The Erin Go Bragh, to Oxford and London,	8, —
The Royal Mail, to Bath and Exeter, ..	8, —

*Persons leaving Manchester and Liverpool by the last Train,
and taking this conveyance from Birmingham, will reach
London in 15 hours.*

HEN AND CHICKENS HOTEL,

NEW-STREET, BIRMINGHAM.

The Post Horses belonging to this Establishment
are *First-Rate*, and are in constant readiness
upon the arrival of the Trains at the Railway
Station.

SWAN HOTEL
COACH OFFICE,
BIRMINGHAM.

THOMAS WADDELL.

Informs the Travelling Public, that he dispatches **TWELVE** Royal Mails and Fast Post Coaches to **LONDON**, daily. Also, Fast Four-horse Coaches to **Bristol, Bath, Cheltenham, Gloucester, Worcester, &c.** the whole of which are arranged conveniently for persons arriving by the **Railway Trains.**

By Permission of the Directors of the Grand Junction Railway Company, particulars may be obtained and places secured, on application to **Mr. W.'s Clerk**, at his Offices, Railway Stations, **Liverpool or Manchester**, or by a letter addressed to **MR. WADDELL, Birmingham.**

BIRMINGHAM MUSEUM
OF NATURAL HISTORY,
TEMPLE ROW,

Patronized by the Royal Family, the Nobility and Gentry, and the principal Natural History Societies in the Kingdom.

Admittance to Non-Subscribers, 1s. each.



STORK HOTEL,

THOMAS SMITH,

The Square,

BIRMINGHAM.



A quiet retired house, in the very centre of the town, with every accommodation for **FAMILIES, COMMERCIAL GENTLEMEN, &c.**

Castle Hotel,
HIGH-STREET, BIRMINGHAM.

A. F. CHAPMAN

Begs leave with gratitude to thank her Friends and the Public, for their kind patronage, and to inform them she has made many improvements in the Hotel, for their comfort and convenience.

She continues to be supplied with the choicest WINES and SPIRITS, of the very best quality.

Strangers will find that the greatest attention is paid to them.

AN ORDINARY EVERY DAY,
 AND
 DINNERS COOKED ON THE SHORTEST NOTICE.

Chaises and Cabs,
 WITH GOOD HORSES AND CAREFUL DRIVERS,

Excellent Stables and Lock-up Coach Houses.

VAUXHALL TAVERN, BIRMINGHAM,
ADJOINING THE TEMPORARY STATION.

B. STEEDMAN

Inform persons visiting Birmingham either for pleasure or business, that they may be well accommodated at his Hotel with excellent beds and every other requisite necessary for their comfort.

COMMERCIAL BOARDING HOUSE,
3, COLMORE ROW, BIRMINGHAM.

THE MISSES PUDDICOMBE beg leave to make known, through this medium their Establishment, which, for economy and retired habits, they trust will meet the approbation of such Gentlemen as may honour them with a visit. At the same time, they feel great pleasure in returning thanks for the many favours already conferred, *particularly* to those Gentlemen who have, from experience, very kindly recommended their friends.

BIRMINGHAM COMMERCIAL AND PRIVATE
BOARDING HOUSE,
No. 12, UNION PASSAGE.

MR. AND MRS. JONES

Respectfully inform their Friends and the Public, that Ladies and Gentlemen visiting or passing through Birmingham, will meet with every attention and comfort at this Establishment, at very reasonable charges. The house is central and retired.

BIRMINGHAM
COFFEE HOUSE,
 Nos. 1 & 2, CURZON PLACE,
 Union Passage.

Persons visiting Birmingham either on BUSINESS or PLEASURE will find Curzon Place one of the most RETIRED and CONVENIENT situations in the town, being within a few minutes' walk of the principal Streets, Public Buildings, and Institutions, &c. &c.

DINNER COMMENCING AT ONE O'CLOCK

A liberal Bill of Fare is daily produced, and ample preparations are made, consisting of the most choice articles which the well supplied markets of Birmingham produce.

Well aired Beds, Private Rooms, and Private Dinners, on the shortest notice. Charges moderate.

Crescent School, Birmingham,

CONDUCTED BY

MR. H. HOPKINS.

Mr. H. receives a few Boarders, (who are treated in every respect as members of the family,) at his residence, Lower Terrace, Sandpits, very near to the School Rooms.

For Terms apply to Mr. Cornish, Lord-street, Liverpool, or to Mr. Johnson, Druggist, New-street, Birmingham.

IMPORTANT

TO PERSONS VISITING BIRMINGHAM
AS PURCHASERS.

The Establishments below will be found the best Markets
for purchasing the Articles enumerated.

SMITH & WILLIAMS,
30, BULL-STREET,
MANUFACTURERS OF
Pearl Buttons, Hooks and Eyes,
AND
WHOLESALE HABERDASHERS.

GEORGE SMITH & CO.
BREARLEY-STREET, St. GEORGE'S,
MANUFACTURERS OF
Gilt, Plated, Lacquered, Dye, & Glass
BUTTONS,
HOOKS AND EYES, &c. &c.

JOHN RODGERS AND SONS,

MANUFACTURERS OF

GIRTH, ROLLER, BELT, & BRACE WEBS,

India Rubber Webs,

AND EVERY DESCRIPTION OF

BRACES, BELTS, GIRTHS,

SILK PURSES, &c.

ADAPTED FOR THE SHIPPING & COUNTRY TRADE,

BROAD-STREET, BIRMINGHAM,

AND

CHISWELL-STREET, LONDON.

New Tea Warehouse.

LADIES AND GENTLEMEN VISITING
BIRMINGHAM,

WILL FIND AN ADVANTAGE IN PURCHASING

TEA AND COFFEE

OF

NEWMAN AND COMPANY,

END OF MARKET HALL, NEAR WORCESTER-STREET,

Where they can be supplied with the

BEST BLACK TEA, AT 5s. PER POUND,

AND THE

FINEST GUNPOWDER, at 7s.

WILLIAM POWELL,

(LATE SIMMONS,)

Gun and Pistol Manufacturer,

49, HIGH-STREET,

BIRMINGHAM.

Gentlemen supplied with every Article of superior quality
connected with the Gun Trade.

LONDON, BIRMINGHAM, & NORTHAMPTON
BOOT & SHOE MART,
 94, BULL-STREET,
 BIRMINGHAM.

M. A. AND C. MANSELL

Respectfully solicit the attention of the Nobility, Gentry, and Public in general, to their extensive Stock; consisting of a great choice; both modern and useful; of a superior style and workmanship, and of such variety as are not generally kept for sale by any other house.

M. A. and C. M. particularly recommend to those Ladies and Gentlemen who have tender feet, Chamois, Doe, and Buck-skin Leather Boots and Shoes; also the French Varnished Leather, always preserving a brilliant polish, and impervious to wet.

TRAVELLING BOOTS, OVER SHOES, DRESSING SLIPPERS, CLOGS, &c.

Blacking, giving a Lustre without the aid of a Brush,

FOR READY MONEY ONLY.

94, BULL-STREET, BIRMINGHAM.

H. AND J. GIBBS,
Platers on Steel and German Silver,

MANUFACTURERS OF

METAL & JAPANNED BUTTONS,

*Cloak Clasps, Split Rings, Stay Holes, Fancy Gilt and
 Steel Toys, &c. &c. &c.*

7, LITTLE CHARLES-STREET,
 BIRMINGHAM.

LONDON AND BIRMINGHAM
Newspaper and Advertising Office,
 31, UNION-STREET, BIRMINGHAM,
 AND 7, THAVIE'S INN, LONDON.

MESSRS. MANSELL AND CO.,
 VENDERS OF EVERY DESCRIPTION OF DAILY AND WEEKLY
 NEWSPAPERS,

Forward from the Office in London, Second Editions of the Evening Papers, and from Birmingham, Daily Morning Papers, which arrive early in the Afternoon, and are immediately posted or sent per parcel to Liverpool, Manchester, and all the intermediate Towns, the same day.

M. and Co. will have made such arrangements at the opening of the London and Birmingham Railway, which will enable them to dispatch Newspapers with the utmost facility.

31, UNION-STREET, BIRMINGHAM.

BEACH AND MASCHWITZ'S
 BRITISH AND FOREIGN
FURNITURE & CARPET WAREHOUSE,
 43, NEW-STREET, BIRMINGHAM.

Purchasers will find at the above Establishment an extensive and well selected Stock of Cabinet Furniture, from the most elegant and ornamental, to the cheapest and plainest article in the Trade.



THOS. DAFT

CONSTRUCTORS AND ENGINEERS

METALLIC HOT

GREEN HOUSES

AND CONSERVATORIES

OF EVERY DESCRIPTION

ALSO, SOLE MANUFACTURERS

Patent Self-adjusting

Which being combined with their
Apparatus, constitutes the most
economical system of

WARMING AND VENTILATING

Any kind of Buildings

A. P. DADLEY,

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MANUFACTURER OF

GILT TOYS, CLOAK CLASPS,

COMPOSITION SHIP THIMBLES,

Patent Circlets for Ship or Windmill Sails, Bed Sacking,
Ladies' Stays, &c.

Waistcoat Back Straps. Puffs for Trowsers, &c.
51, *NEWHALL-STREET.*

TO

**MERCHANTS, FACTORS, GUN MAKERS,
AND SPORTSMEN.**

S. WILLIS AND Co.

9, *COLMORE ROW,*

Having made arrangements to enlarge and considerably increase their Manufactory of PERCUSSION and ANTI-CORROSIVE CAPS, TUBES, PATCHES, BALLS, &c., the superior quality of which, united with regulations adapted for the better protection of Sportsmen and the Trade, are enabled to offer with confidence such terms as they trust will be approved. Further particulars in future advertisements.

Birmingham, July 1st, 1837.

The following Agents will supply the Trade:—

London, Oxley, Taylor, & Co., 8, George Yard, Lombard-street.

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Edinburgh, Kaimes, J. and R., Smith's Place, Leith Walk.

* * * Orders received of the Trade for ELEY'S recently improved PATENT WIRE CARTRIDGES, so highly approved at the Red House, Battersea: *vide* Sporting Papers.

Retail Price, 18s. and 21s. the Gross.



JOHN MITCHELL

MANUFACTURER OF THE

MUCH ADMIRER SWA

DAMASCUS STEEL

THE MUCH APPROVED

Crown and Anchor

And of the following descriptions

Curvilinear,
Imitation Quill,
Lunated,
Lunar,
Polychronographic,

Calyg
Peru
Ruby
Coro
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RHADIOGRAPHIC

Also, Three-slits and On

JENNENS & BETTRIDGE,
APANNERS, AND MANUFACTURERS
OF
PAPIER MÂCHÉE, &c.

TO HER MAJESTY,

And to their late Majesties, George and William the Fourth,)

99, CONSTITUTION HILL,

BIRMINGHAM,

AND

3, HALKIN-STREET WEST,

BELGRAVE SQUARE, LONDON.

his Establishment is open to the Inspection of
Visitors.

AND

Mathematical
MAKER.

MATHEMATICAL & DRAWING

*Of every variety and of the
manufacture*

IVORY SCALES, &c. MOST ACCURATE

Mining, Levelling, & Surveying

OF EVERY DESCRIPTION

Professional Gentlemen
honor'd the proprietor with a
to avail themselves of the ad
this Establishment, as every
good and serviceable.

CHARLES CHESTON'S
SADDLERS' IRONMONGERY DEPÔT,
Hand & Waggon Whip,
Bridle Cutting,
 SADDLERY AND HARNESS MANUFACTORY,

LETTER ORDERS ATTENDED TO.



The usual credit to regular customers.

BRIDGE TERRACE, DERITEND,
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
Saddlers and others visiting Birmingham, to purchase Goods of the above description, may rely on being furnished with every Article in the Trade, of the best quality, and on the lowest possible Terms.

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No. 25, LIONEL-
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Plated 

76, LICHFIELD-STREET

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GAS PIPING

GEORGE RICHMOND COLLIS & Co.

Late Sir Edward Thomason's Show Rooms,

Church-street, Birmingham.—London Establishment, 3, *Halkin-street, opposite the Pantechnicon, near Belgrave Square.*

Manufacturers of Articles in the highest classes of the Arts, in Gold, Silver, Plated, Bronze, and Or-molu.

In this ESTABLISHMENT is manufactured GOLD and SILVER PLATE, including Racing Cups, Dinner and Tea Services of various patterns, *Communion Plate* and *Presentation Plate*, made to descriptions given; or, if required, a variety of elegant designs furnished for approval; Silver-mounted Plated Wares of every denomination, Plated Cutlery upon Steel, Cut Glass, Or-molu Candelabra and Lamps; Manufacturers of Medals in great variety, adapted for Societies and Institutions. Amongst the numerous series of Dies are the celebrated Dassier Dies, of the Kings of England, the Mudie Dies, for the series of grand National Medals commemorative of the victories of the late War, and Forty-eight Dies for Medals of the *Elgin Marbles*. Also, *Sir Edward Thomason's* splendid series of One Hundred and Twenty large Medal Dies, illustrative of the *Holy Scriptures*, and a series of Sixteen Medals upon Science and Philosophy, for Societies. Livery Button Dies cut, and the Buttons made. Numerous Patent Mechanical Inventions in the Metal and Papier Machie, Brass and Bronze Staircases. Manufacturers of fine Gold Jewellery of the most splendid descriptions; dealers in Diamonds, Pearls and fine Gems; Diamond Suits made to order, and altered to the present style; or, if required, purchased, and payment full value in cash; English and Foreign Money exchanged.

Old Gold and Silver Articles Reworked as new, or purchased.

Manufacturers of Sportsmen's fine Folwing Pieces, upon an improved principle.

Duelling Pistols, Rifles, Air Guns and Canes, *And Guns of every variety for exportation.*

The Fac-simile of the celebrated *Warwick Vase*, of upwards of 21 feet in circumference, was made in Metallic Bronze, at this Manufactory; the Copper Bronze *Statue of his Majesty, George IV.* upwards of 6 feet in height, was modelled, cast, and sculptured at this Establishment; as also a *Shield* in honour of the *Duke of Wellington's Victories*. These and numerous other Works are stationed in separate rooms, to exhibit the progress of British Art.

The extensive *Show Rooms* and *Manufactory* are situate in *Church-street*, in the centre of the town, adjoining St. Philip's Church Yard. The Ware Rooms contain the Finished Articles for sale, and are open to all persons of respectability.

Servants are appointed to conduct Visitors over the different Work-shops, to whom and to the Work-people the Visitor is requested to abstain from giving any gratuity.

Note. Mr. GEORGE RICHMOND COLLIS is Vice-Consul for France, Russia, Spain, Portugal, &c. with the privilege of granting Passports to persons visiting France and its Dominions.



STRANGERS visiting Birmingham are respectfully
informed, that

ROLLASON'S

Extensive Show Rooms,

(Established upwards of 50 years,)

FOR THE SALE OF

CHINA, GLASS, EARTHENWARE,

BRONZES, PAPIER MACHEE, &c. &c.

WHOLESALE AND RETAIL,

are open for public inspection, and to which they solicit the honour of a visit, feeling confident that there is not an establishment in the Kingdom that can offer a better assorted stock, at superior advantages.

THOS. ROLLASON also takes this opportunity of thanking his numerous friends and connection for their past favours, and to solicit a continuance of them.

*Royal Out Glass Manufactory, China & Earthenware Rooms,
108, Steelhouse-lane, Birmingham.*

RADCLYFFE & COMPANY, ENGRAVERS,

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Printers, &c.

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Cards, Bill Heads, Bankers' Notes and Cheques; Fac Simile Circulars; Druggists', and other Labels, &c.—Brass Door and Window Plates executed.—Manufacturers' Pattern Books Engraved, Printed, and Bound.—Arms, Crests, and Inscriptions on Gold and Silver Plate.—Desk Seals Engraved.—Circulars, Lists of Prices, Auctioneers' Catalogues, and every variety of Letter Press Printing.—Ledgers, Journals, and all other Counting House Books.—Bookbinding in every style, executed.—Writing, Drawing, Plate, India, Draught, Brief, and other papers.

Lately published by RADCLYFFE & Co., and Sold in London by C. TILT, FLEET-STREET, in 8vo. price 10s. 6d. bound, "BIRMINGHAM AND ITS VICINITY, AS A COMMERCIAL AND MANUFACTURING DISTRICT, by Hawkes Smith. With a *Geological Map*, and upwards of *Twenty* finely engraved *Views*. & other illustrations.

AN HISTORICAL AND DESCRIPTIVE ACCOUNT OF DUDLEY, with Notices, Geological and Topographical, of its Vicinity, illustrations of *Nine* finely engraved plates, from drawings by D. Cox, G. R. Walker, and others.

* * * This work contains a more detailed account than has hitherto appeared of the Geology and Topography of the important district of South Staffordshire; with copious descriptions of its mining and manufacturing operations; and a succinct history of the Town of Birmingham. Favourable notices have appeared in the Monthly Repository, Analyst, Mining Review, Chambers' Journal, Metropolitan, &c. &c.

Economical Clothing Establishment, and West of England
Cloth Mart,

38, *New-street, next door to the Journal Office, Birmingham.*

H. JOWETT & Co.

WOOLLEN DRAPERS AND TAILORS,

Respectfully invite Strangers visiting Birmingham, and the Inhabitants, (previous to their making purchases,) to an inspection of their Stock of Woollen Cloths, new Fancy Cassimeres and Waistcoatings, which they are selling at the following remarkably low prices, FOR CASH.

A genteel assortment of the best goods kept made, and at very moderate prices.

H. J. & Co. have just received a very superior Stock of Macintosh's Waterproof Goods in the piece, which they make to order; also, (made up,) Waterproof Capes, Cloaks, and Coats.

Gentlemen's Stocks in immense variety.

A Suit of Stout Saxony Black.....	3 0 0	to	3 10 0
Saxony Olive Green, Claret, and Brown Coats	1 12 0		2 8 0
Ditto of the finest quality	2 10 0		3 0 0
Frock Coats, faced with silk	2 2 0		2 12 0
Ditto, of the finest qualities.....	2 15 0		3 5 0
Strong West of England Blue and Black....	1 16 0		2 8 0
Ditto, of the finest qualities	2 10 0		3 5 0
Cassimere Trowsers	0 16 0		1 5 0
Cassimere ditto, of the finest quality	1 8 0		
Fashionable fancy striped Trowsers	0 10 0		0 16 0
Ditto Cassimere ditto	0 18 0		1 8 0
Silk and Valencia Waistcoats	0 8 6		0 16 0
Petersham Top Coats.....	1 16 0		2 10 0
Stout Milled Top Coats.....	2 5 0		3 10 0
Cloth Cloaks, &c,	1 15 0		3 0 0
Suit of Livery, complete.....	4 0 0		

A large assortment of Saxony Black Cloths and Cassimeres of the most approved Fabrics constantly on hand, for Family Mourning.

Young Gentlemen's Suits from £1 10s. to £2 10s. and Dresses from 18s. to £1 10s.

A SUIT OF CLOTHES MADE IN SIX HOURS.

Very moderate Prices for making & Trimming Gentlemen's Clothes.

DAVID COPE & SON,

No. 7, & 8, BARTHOLOMEW STREET, BIRMINGHAM,

MANUFACTURERS OF

PLATED SPOONS, FORKS,

SOUP AND PUNCH LADLES,

Asparagus Tongs,

DECANTER CORKS AND LABELS,

SUGAR TONGS, TOAST RACKS,

KNIFE RESTS,

GILT AND PLATED EGG SPOONS,

Sugar Crushers, &c.

BRITISH PLATE, SPOONS, FORKS, &c. &c.

NEEDHAM'S IMPROVED PATENT MILITARY AND PORTABLE BOX SPURS.

These Spurs are particularly recommended to professional Gentlemen, for their portability, neatness, and the facility with which they are put on and taken off. The Boxes are made with a self-acting plug, which closes on the instant of the Spurs being withdrawn, and the whole are so correctly made that every Spur will fit every Box, so that a Gentleman may have these Boxes introduced into all his Boots, and one pair of Spurs to fit them. The Portable Spurs are put up in small Morocco Cases, and when not in use, may be carried in the waistcoat pocket. They are the best and cheapest that have been made.

Sold wholesale by the manufacturer, 16, Colleshill-street, Birmingham, and retail by all respectable Saddlers, Boot Makers, and Ironmongers.

YATES, BIRCH, AND SPOONER,
Pewterers,
 AND MANUFACTURERS OF
CANDLE MOULDS,
SPIRIT FOUNTAINS, & BEER MACHINES,
 40, COLESHILL-STREET, BIRMINGHAM.
 N. B.—Beer Machines repaired or taken in exchange.

JOHN YATES,
 MANUFACTURER OF BRITANNIA, TUTANIA, AND PEWTER
SPOONS & SOUP LADLES,
Britannia Shaving-boxes, Tinmen's Knobs, Dish-cover Handles,
 &c. &c.
 BRITISH PLATE AND ARGENTINE,
 SPOONS, FORKS, CANDLESTICKS, TOAST-RACKS, &c. &c.
 38, COLESHILL-STREET, BIRMINGHAM.

CHALKLEN AND BONHAM'S
PATENT SPHERICAL VICES,
 To equalize the wear and strain of the Thread and Shoulders, and the binding of the Pin, &c.; which defects are obviated in a cheap, simple, and perfect manner,—

ARE MANUFACTURED ONLY BY
R. L. SEARCH AND Co.
Wholesale Ironmongers,
 3, ST. MARTIN'S LANE, BIRMINGHAM.

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FINIS.

ERRATA.

Page 19, line 24, for *high* stratum, read *light* stratum.—
p. 21, l. 22, for *Hemton*, read *Hemton*.—and also in l. 22,
and 27, for *Walfrans*, read *Walfrans*.—In the same page
l. 23, for *Oldhelm*, read *Althelm*.—p. 23, l. 12, 13, for
Peenson, read *Pearson*.—p. 26, l. 14, for *Pennocracium*,
read *Pennocracium*.—next line for *perula*, read *perula*.—
p. 32, l. 2, for *aliens*, read *Christians*.—p. 34, l. 26, for
principle, read *principal*.—p. 35, l. 26, for *handsome*, read
handsome.—p. 38, l. 9, for *Moore*, read *Moore*.—p. 38, l. 11,
for *Palter*, read *Pater*.—p. 53, l. 22, read *your* apple in
England.





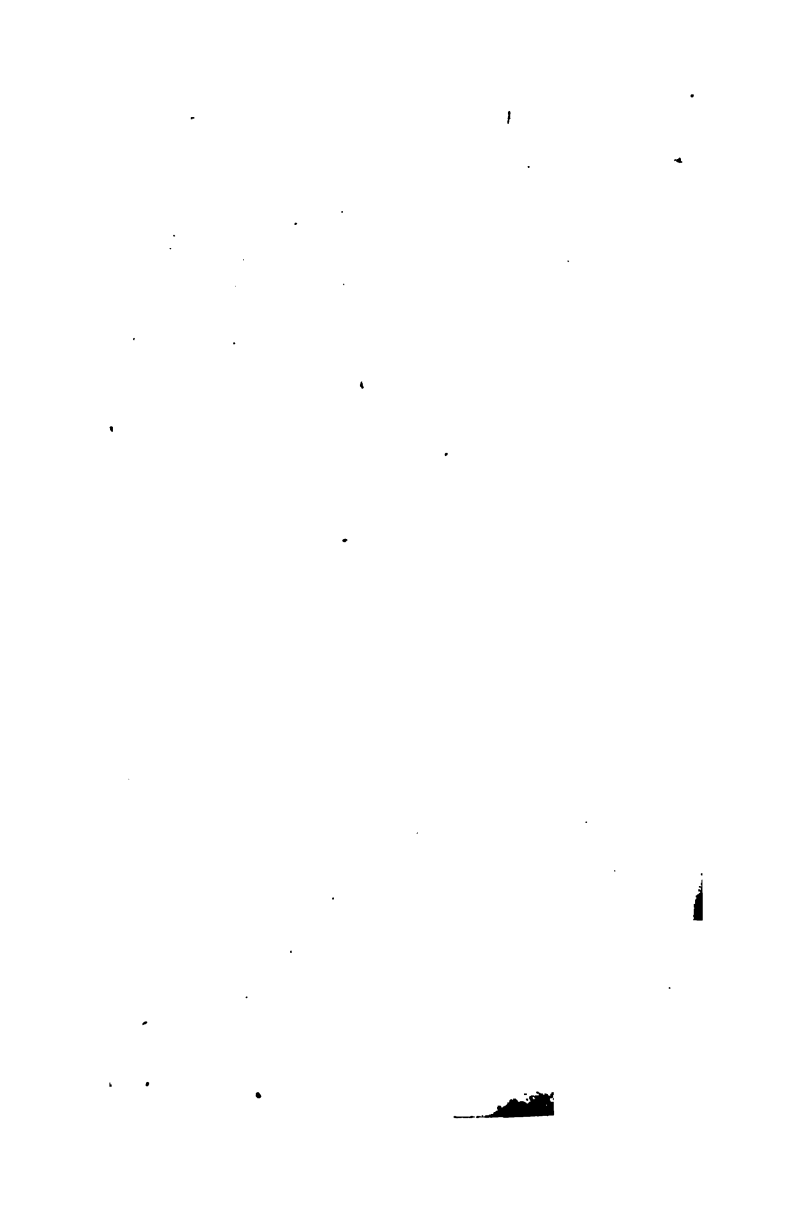
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